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200MPH JAG F-TYPE

Say hello to Britain's 567bhp, four-wheel-drive 911 Turbo rival



Stunning DB11 scooped
£685k Lagonda
driven



And you thought the
Range Rover Sport
SVR was extreme...

PLUS

FERRARI'S HYBRID FUTURE

Secret tech for
Maranello's
next-gen
supercars



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IMAGE

New Defender latest
Icon isn't dead yet

Alfa's growth plan
Is it going
wrong?



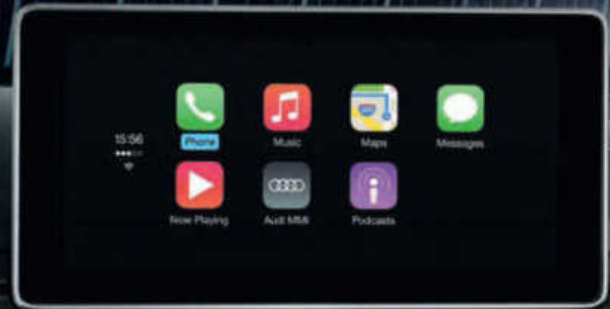
Voted What Car?



See more with the Audi Vision app. Download it from the App Store or Google Play, and scan this page.

Official fuel consumption figures for the all-new Audi A4 Saloon range in mpg (l/100km) from: Urban 35.8 (7.9) – 62.8 (4.5), Extra Urban only. Fuel consumption and CO₂ figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct conditions. Optional wheels may affect emissions and fuel consumption figures. More information is available on the Audi website at £34,250. Model shown for illustration purposes only is an A4 S line Saloon, available from £30,150 RO_{TR}, with optional Matrix LED wheels (available spring 2016).

Audi
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52.3 (5.4) – 83.1 (3.4) and Combined 44.8 (6.3) – 74.3 (3.8). CO₂ emissions: 144 – 99g/km. Images shown for illustration purposes comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving audi.co.uk and at dft.gov.uk/vca. The What Car? Car of the Year 2016 winning model is the Audi A4 Saloon 3.0 V6 TDI 218PS Sport, ROTR headlights (additional £650 RRP inc VAT), Driver Assistance Pack – Tour (additional £1,250 RRP inc VAT) and 18" '10-spoke' design alloy

VIRTUAL COCKPIT AND TV RECEPTION



SUBARU RANGE Fuel consumption in mpg (l/100km): Urban 25.2-41.5 (11.2-6.8); Extra Urban 40.4-61.4 (7.0-4.6); Combined 33.2-52.3 (8.5-5.4). CO₂ Emissions 197-140 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. *Subaru Impreza 1.6i RC available from £17,495. Model shown Subaru Outback 2.0D SE Premium Lineartronic. †Excludes Subaru BRZ.

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Official fuel economy figures for Infiniti Q30 range in MPG (l/100km): Urban 32.5 to 60.1 (8.7 to 4.7), Extra-urban 51.4 to 74.3 (5.5 to 3.8), Combined 42.2 to 68.9 (6.7 to 4.1).
CO₂ emissions: 156 to 108 g/km.

Fuel consumption and CO₂ figures are obtained from laboratory testing and are intended for comparisons between vehicles and may not reflect real driving results. Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.

*Model shown is an Infiniti Q30 Premium Tech 1.5d (80 kW) 6MT FWD at £28,300 On The Road including optional glass roof at £500, metallic paint at £670 and 19" alloy wheels at £700.

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Miami nice: we drive the fast, proud and very loud Lamborghini Huracán Spyder



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72 Tips on buying a used junior hot hatch

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Urban 60.1 (4.7), Combined 52.3 (5.4). CO₂ emissions:
129g/km. Fuel consumption figures sourced from
official EU-regulated laboratory test results, are
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not reflect real-life driving experience.

HONDA
The Power of Dreams

Model Shown: Civic Limited Edition 1.4 i-VTEC Manual in Brilliant Sporty Blue Metallic at £14,995 On The Road (OTR) including £2,000 customer saving applied to the original OTR price of £16,995. **Terms and Conditions:** New retail Civic Limited Edition 1.4 i-VTEC petrol ordered from 04 January 2016 to 31 March 2016 and registered by 31 March 2016. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. Not to be used along with any other offers currently available. **Customer Saving:** £2,000 customer saving off the On The Road price. Customer saving of £2,000 inc VAT will be applied to the retail invoice. Applicable to Civic Limited Edition 1.4 i-VTEC models.

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THIS WEEK'S TOP FIVE

DRIVE

Kia Sportage

We drive the second-generation Korean crossover



DRIVE

Audi A4 Avant

Latest version of Audi's A4 estate sampled



BLOG

Matt Burt

Renault's push into China assessed



DRIVE

Lamborghini Huracán Spyder

New drop-top driven



NEWS

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This 1958 Aston Martin DB2/4 has been in the same family for 55 years but is about to be put up for sale

Cherishing cars like part of the family

I READ A remarkable story recently about a 1958 Aston Martin DB2/4 Mk3 that's going up for auction later this month, having been owned by the same family since 1960. Having accrued a scant 67,000 miles in its storied life, and having undergone a lovingly thorough restoration by the family in the mid-2000s, chassis number AM300/3/1433 is finally to be sold, with a reserve price of around £180,000. Running a car for more than 55 years is a long stretch by any car enthusiast's reckoning (I'd love to hear from any Autocar readers who have owned any car for as long), but some vehicles get under your skin like that.

The Land Rover Defender is another example. A production run that began in 1948 came to an end last Friday, amid tears, cheers and a sizeable national media frenzy.

Other nations may have wondered what all the fuss is about, but in the UK the iconic off-roader is cherished like

a solid and extremely versatile member of the family.

Turn to p16 to read more about the Defender's emotional final curtain – and find out more about our take on what might come next.



MATT BURT EDITOR

matt.burt@haymarket.com @Matt_Burt_

THIS WEEK

F-Type to hit 200mph

Jaguar Land Rover's SVO arm turns up the wick on the F-Type with the 567bhp, all-wheel-drive SVR

The Jaguar F-Type will have a 200mph top speed in the sensational new SVR version, which will make its world debut at next month's Geneva motor show.

After an official brochure appeared online ahead of the car's planned unveiling, Jaguar confirmed the first details of the F-Type SVR and released three images. Jaguar said the SVR "takes performance, dynamics and driver involvement to a new level".

The SVR is the work of Jaguar Land Rover's Special Vehicle Operations (SVO) unit and is the first Jaguar model to receive special treatment from the in-house performance division. The SVR badge in effect replaces the R-S badge used recently on the XF and XK models. SVO's first model was the Range Rover Sport SVR.

The F-Type SVR has been heavily influenced by the F-Type-based Project 7 from 2014. Lessons learned

from that limited-run model included chassis tuning and extra performance and cooling, which were all designed to make the F-Type more focused and higher-performing while retaining everyday usability.

The only F-Type SVR technical detail that has been officially confirmed is the 200mph top speed. However, the leaked brochure reveals that power comes from a powered-up, 567bhp version of the supercharged 5.0-litre V8

used in the F-Type R AWD on which the SVR is based.

The brochure revealed that torque was up by 14lb ft to 516lb ft, while the 0-62mph time is cut by 0.4sec to just 3.7sec in the coupé version. The convertible version has a top speed of 194mph, 6mph short of the coupé's 200mph.

Drive is sent to all four wheels through an eight-speed automatic gearbox.

The photos reveal a dramatic styling overhaul for the

F-Type SVR, giving it greater aerodynamic performance and cooling potential. Striking elements include a large rear wing and more prominent rear diffuser. There's also a new spoiler at the front, along with larger air intakes for engine and brake cooling.

The brochure also revealed some of the technical components that have helped the SVR to shed weight over the F-Type R. These include standard carbon-ceramic

OFFICIAL PICTURES



F-Type SVR gets new aero package and standard carbon-ceramic brakes



Convertible version's top speed is reduced to 'just' 194mph

brakes, which are 21kg lighter than the R's standard steel brakes, a titanium exhaust that saves 18kg and forged alloy wheels that save 5kg each.

Another statistic in the leaked brochure reveals that the rear wing helps to reduce lift by around 80%.

SVO managing director John Edwards said: "The new F-Type SVR is the first series production Jaguar to be developed by Special Vehicle Operations. It benefits

from everything we know about precision engineering, performance and design.

"The result is a 200mph, all-weather supercar that you can drive every day. We even made a convertible version so that enthusiasts can revel in the sound from the new titanium exhaust system."

A price tag of well over £100,000 is expected for the F-Type SVR when it is launched this summer.

MARK TISSHAW



SVR was influenced by the F-Type Project 7



NIC CACKETT

Show us what 'special' really means, SVO

AN SVR VERSION of the Jaguar F-Type was the inevitable next step for JLR's SVO unit following its monumental tweak of the Range Rover Sport last year.

Nevertheless, it is crucial that the division now treads carefully. The Range Rover Sport – a five-star car in our eyes – was a triumph not because it was particularly heavily fettled but because there was a clear and unambiguous direction for it to be taken in. In other words, it was made better than the standard version in specific, performance-based ways without entirely sabotaging its overall appeal or integrity.

With the F-Type, already the recipient of both all-wheel drive and an R badge, the objective of the SVR variant is a thornier issue. The few details Jaguar has confirmed don't necessarily settle the stomach, either; a bit more power, a bit more speed and a bit more rear wing trigger memories

of the identity crisis that the XK slipped into as its badge sported increasingly meaningless consonants.

That Jaguar would doubtless still be able to sell such a car isn't the point from an enthusiast angle. If the brand wants a larger slice of the profitable 'special' sports car variant pie that Porsche has had to itself for decades, it is necessary that SVR stands for something more than options-saturated, horsepower-obsessed

show-pony offshoots.

With luck – and some well-earned faith in the people involved – such a hurdle will have been vaulted many months ago and the costliest F-Type will reveal itself not only as a worthy range-topper but also as the kind of car-apart prospect that establishes SVO's upgrade credentials for the long game against Weissach. SVO's vision of a Range Rover Sport was a brilliant debut, and it has our attention. Now for the follow-up.



SVO improved on the Range Rover Sport in a specific direction



Ferrari set to go hybrid

New patent reveals how Ferrari plans to incorporate hybrid power into its future models

Ferrari is planning to build a production hybrid that will combine supercar performance with the ability to travel as far as 30 miles in electric-only mode.

The plans are detailed in a patent application that has been uncovered by Autocar and was filed last June.

There's no direct clue as to the identity of the new model, aside from it being front engined, which puts the replacement for today's F12 Berlinetta (most likely by

the end of the decade) in the frame. However, the nature of Ferrari's new hybrid layout – with slimline batteries built into the floor structure and an electric motor attached the rear-mounted transmission – makes it suitable for future models with both front and mid-mounted engines.

This means the hybrid system is also likely to be used on a version of the new entry-level Dino model, which is expected to be a more 'affordable' mid-engined car,

powered primarily by a V6 turbocharged engine.

Ferrari showed its first hybrid concept, based on the 599, in 2010 and used electric motors to boost the performance of the low-volume LaFerrari hypercar in 2013. However, this is the first time that Ferrari will have used hybrid technology on a series production model.

As with most car makers, Ferrari believes that many big metropolitan areas will introduce zero-emissions

zones during the next decade or so as a way of radically reducing air pollution. Indeed, London has already announced that all vehicles entering the city centre could have to be zero-emissions capable by 2025.

Like the California T, the new Dino is intended to be a more everyday Ferrari that will attract buyers in affluent metropolitan areas.

In 2013, a Ferrari mule based on the current California T and wearing body panels

that disguised it as a shortened 599 was snapped by spy photographers. It's thought this prototype was an early road-going test mule for the new hybrid system shown in the patent.

The actual patent is for a front-engined, rear-wheel-drive car that has two large battery packs mounted under the floorpan. Although the rear-mounted dual-clutch automatic gearbox is conventional, it also has an electric motor attached to it



in a layout that's similar to the 599 Hybrid concept's.

The big difference with the proposed car in the Ferrari patent application is the size of the battery pack. The 599 concept had two small lithium ion batteries, which had a combined capacity of just 3kWh. By contrast, today's

plug-in hybrid Volkswagen Golf – a much smaller and lighter car – has an 8.8kWh battery.

This patent shows how Ferrari engineers have tried to solve the problem of needing a much bigger battery pack. The engineering hurdle was trying to squeeze the batteries into a compact supercar that has →



Ferrari's patent is an evolution of the 599 Hybrid's arrangement



HILTON HOLLOWAY

Why Ferrari needs to offer hybrids

THERE'S PROBABLY NO purchase more discretionary than a supercar, and Ferrari's product planners and futurologists know it. The company needs to ensure it is attractive to a new generation of wealthy consumers raised in a very different world.

There's plenty of evidence that the globally richest 1% are much greener in their outlook than any other group. They are likely to be less interested in motorsport, including Formula 1. Tesla's success in sparking a market for high-end, low-CO₂ cars has

pushed automotive giants such as Porsche and Audi to respond. And many in the car industry expect some city-centre areas to become zero-emissions zones, making 10 or 12 miles of battery-powered running essential.

So Ferrari is laying the

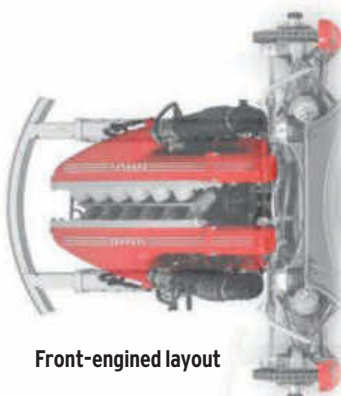
foundations for a future when all of its models will come with the option of a hybrid transmission. More to the point, Ferrari is now a publicly quoted company. Its shareholders will be expecting it to futureproof itself and its profits.



FERRARI'S MODULAR PLATFORM TECH

Ferrari's future models could be based on a common central cockpit, made from either carbonfibre or aluminium and with or without battery packs. Individual front and rear superstructures could then be bolted to the common cockpit, regardless of whether the car is front or mid-engined.

FRONT STRUCTURE

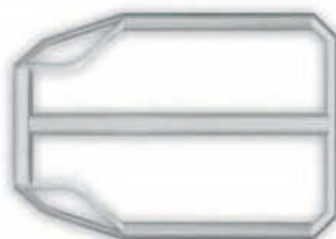


Front-engined layout

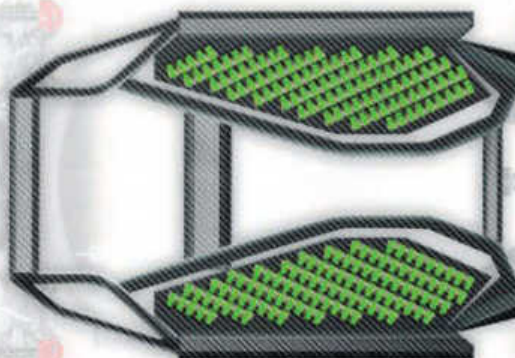


Mid-engined layout

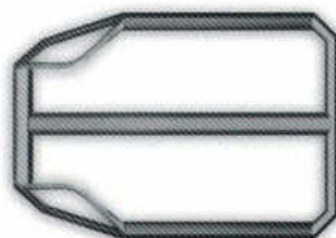
COCKPIT STRUCTURE



Aluminium

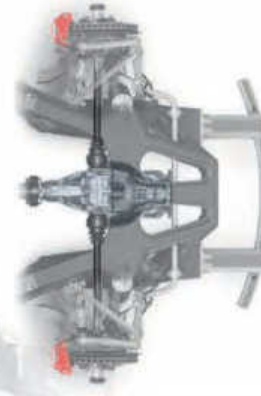


Hybrid

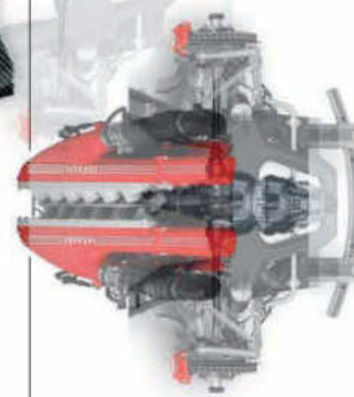


Carbonfibre

REAR STRUCTURE



Front-engined layout



Mid-engined layout

← a space-hungry transmission at the rear. Using a large battery pack under the floor was probably ruled out because Ferrari needs to be able to mount the seats as low as possible.

The solution is a series of individual cylindrical cells, which are mounted together in a herringbone pattern in a single layer and built into the floor structure. Much of the patent detail applies to a 'support matrix' in which the individual batteries are mounted. This is thought to be the key to being able to mount the battery packs so close to the car's sill.

In the event of a side impact, the batteries need to be adequately protected from the consequences of the crash forces. To this end, aside from the large sill beam shown in the patent drawing, Ferrari's engineers have come up with a new 'support matrix' for the batteries and a clever way of connecting the individual batteries together.

These battery connections

are described as 'disconnecting plates', and should they become 'disrupted' in the event of a big side impact, individual batteries become disconnected from each other.

Ferrari's patent says: "The chemical batteries that are displaced [in an impact] automatically disconnect from the electric circuit, thus reducing the risk of short-circuits or electrocution."

"Therefore, after the crash there are many chemical batteries not

connected to one another, thus individually having a moderate electric voltage."

This means the risk of electrocution after an accident is low, because the individual batteries are relatively weak. Only when they are all connected together do they create enough energy to drive the car via the electric motor mounted on the gearbox.

There's also evidence that Ferrari could be preparing to build all of its future models – both front and mid-engined

– around a common structural cockpit module.

Ferrari has patented a new construction method that would allow a car's front and rear superstructures to be bolted to the central cockpit.

On the surface, this is a similar technique to that already used on cars built around a central composite tub, to which front and rear subframes are attached. However, the Ferrari patent shows a new technique, where the front and rear

subframes are bolted to a transversely mounted bar, which itself is part of the cockpit structure.

There are a number of advantages to this method of construction, including shortening build time in the factory and making major repairs easier. In addition, it's a mechanical fixing technique that will work with any mix of composites, steel or aluminium.

However, it also means that Ferrari can save significant sums by building a common central cockpit structure, which could be used with both future front and rear-engined cars. It also seems likely that this common cockpit will be able to accommodate the new Ferrari battery pack technology.

The upshot is that Ferrari will make significant savings on future model development with this common cockpit, and its likely ability to also accommodate battery packs would allow hybrid versions of all future Ferrari models using this modular platform.

HILTON HOLLOWAY



Ferrari's upcoming Dino entry-level model will have a V6 and is a likely candidate for hybrid power

Alfa relaunch scaled back

Bold revival plans for Alfa Romeo will now be delayed, with R&D and investment set to be reduced

Alfa Romeo's dramatic relaunch has been scaled back and delayed, Fiat Chrysler Automobiles (FCA) has revealed.

In a presentation to investors, parent company FCA delivered an update on Alfa's relaunch as a maker of lightweight, high-tech and sporty rear-wheel-drive driver's cars built in Italy and powered by bespoke engines, announced to much fanfare in May 2014.

The first of these, the Giulia, was revealed last summer and will go on sale in the UK in September. It was due to be followed by seven more new Alfas before 2018 as part of FCA's €5 billion (£3.8bn) investment.

FCA said the "commitment to the overall brand and product strategy remains in place" but "R&D, manufacturing and product investment [will be] reduced through 2018" and the "planned product line-up will now be completed by mid-2020".

The previous plan was for all eight new Alfas to be on sale by 2018. There will still be seven Alfas after the Giulia, and a slide in the investor presentation also hinted at the identities of the new models that will be on sale by 2020.

The first of the seven will be a mid-sized SUV to rival the likes of the BMW X3 and Land Rover Discovery Sport. It's due in 2016-2017, according to Alfa.

Between 2017 and 2020, there will be a 'full-sized' model, understood to be a rival to the BMW 5 Series. Also planned are two more 'UVs' (for 'utility vehicles'), one likely to be larger than the X3 rival and another smaller. By the end of the decade, there will be two more 'speciality' models in the vein of the 4C, although whether these are sports cars, other coupés or derivatives of existing models is unknown.

Alfa has also confirmed a new hatchback. This is set to be a replacement for the Giulietta, spun off a shortened version of the Giulia's rear-drive chassis. There's no mention of a Mito replacement, although the current model is due for a facelift soon, as is the Giulietta.

The global ambition of the plan has been scaled back to focus on the European and



Giulia is the first 'new era' Alfa and will hit the UK in September

North American markets due to problems in China and the lack of a global distribution network.

FCA pointed to import restrictions and wider uncertainties in China as well as the "need to guarantee proper global distribution network execution".

In its wider plans, FCA also announced the launch of plug-in hybrid electric vehicles from the group from 2016. In 2018 FCA will also have a new 48V electrical architecture in place for mild hybrids that will help to cut CO₂ emissions.

Jeep's global sales target has been revised to two million units from 1.9m on the back of strong sales of its new range. FCA also noted the better-than-expected performance of Jeep in Europe, allowing it to revise its overall European margins from an expected 2-3% by 2018 to around 4%.

MARK TISSHAW



HILTON HOLLOWAY

At FCA, the future's bright. The future's SUVs...

THE CAR INDUSTRY – especially analysts – look forward to Fiat Chrysler Automobile (FCA) business presentations. In contrast to the tightly scripted presentations delivered by the German car industry, FCA and its mercurial overlord, Sergio Marchionne often deliver the unexpected.

Last week's 'business plan update' was another cracker. First, the much-trailed Alfa Romeo revival was delayed again (see above).

What really caught out the markets was Marchionne's announcement that the Chrysler 200 saloon and Dodge Dart saloon will be run out over the next 18 months.

Both are relatively new models, but neither has been a massive success. Marchionne was quoted as saying both cars "would go away for a long time".

There's sound reasoning behind FCA's desire to exit a saloon mass market that's likely to be barely profitable – and that's the stupendous rise of the SUV and crossover in the US new car market.

According to FCA, in 2009 the US new car market was 56% road cars, 29% SUVs and crossovers and 15% pick-ups. Last year that shifted dramatically, with road cars down to 46% and SUVs accounting for 37% and pick-ups 17%. FCA thinks this move is likely to be permanent.

It says there is "unmet demand for RAM, Wrangler and Grand Cherokee models", which it sees as "key high-margin products". There's

also a new Grand Wagoneer flagship model on the way, as well as a Jeep pick-up.

The company's factories are being reorganised so that, by mid-2017, more capacity can be given over to Jeeps and pick-ups.

Last year the Jeep brand sold 1.24m vehicles globally. FCA's new estimates for 2018 have been revised from 1.9m vehicles to two million.

While Jeep growth in the Americas is likely to rise by 10% in the next three years,

the firm says it will jump by 137% in Europe, the Middle East and Africa and 375% in Asia Pacific and China.

With volumes of two million Jeeps globally in 2018, FCA thinks the wider company will be making profits of £3.5bn-£4.2bn (the vast majority generated by Jeep and RAM) and will have more than £4bn in cash in the bank. It makes you wonder why FCA will bother with the rest of its road car portfolio.



Dodge Dart (pictured) and Chrysler 200 saloons are being axed

The look of the next-generation Defender is yet to be finalised



**AUTOCAR
IMAGE**

New Defender due in 2019

Indecision delays the appearance of Land Rover's Defender replacement for at least three years

The make-up of the next-generation Land Rover Defender remains shrouded in uncertainty, even though JLR sources admit that they need to get the model into production as a matter of the highest priority.

Officials won't admit it, but they're acutely aware of the enormity of replacing the 68-year-old icon. However, in the wake of the recent sale of the two millionth Defender (for £400,000) and the assembly of the last Defender at Solihull, officials have admitted that no one feels good about proceeding without the model in the range.

It is known that there will be more than one Defender model in future, with an insider describing the model line-up as "a small family". It is certain to be related to existing product, as no other approach would be viable for a model that may account for only 50,000 sales a year. Indeed, there are murmurs that making the business case for a lowish-volume, relatively cheap car is

one of the key hang-ups.

The required relationship with other Land Rovers makes an aluminium monocoque structure and skin a near certainty for the new Defender. There will be at least two wheelbases and several bodystyles, but not the profusion of both that have been possible with the outgoing model. All-independent suspension appears a certainty, as does a longitudinal engine with a 4x4 system featuring a low-range 'box and transfer case.

The Defender is unlikely to grow much bigger, with slightly expanded versions of the outgoing 90 and 110 models likely. It'll be modern and simple in design, although not like the heavily criticised DC100 concept shown some years ago. Insiders say design director Gerry McGovern "now knows what the new Defender will look like", although the final details are not complete.

It is probable that the new Defender won't be available before 2019. One source

suggests 2018, but this might be the debut date for a close-to-production concept whose function could be to lessen the waiting time.

There has been strong debate about the next Defender being made outside the UK, with proponents of the idea highlighting that in a global car industry, models "can be made anywhere". The official line is that "things like that" are being evaluated right now.

However, the Defender has been portrayed as a British icon for 68 years and has always been made here, so there is understood to be resistance to moving production overseas, possibly to a new factory in Slovakia. More capacity in the UK might be found.

JLR CEO Ralf Speth and his board, present at the Defender event last Friday, are aware that the Defender is an all-British property ('Jerusalem' was played as the final car made its last bow) and will only take production overseas with the greatest reluctance.

STEVE CROPLEY



STEVE CROPLEY

Why did Defender have to go?

THE DEFENDER HAS been on borrowed time for years. Even its best friends knew it. Its crash structure couldn't meet modern regulations and its engines, while much cleaner than those used in the old days, couldn't cope with requirements beyond Euro 6 regulations. Underpinning all that, the outgoing model was made by a clunky, labour-intensive process, and it was only selling 15,000 to 20,000 units a year, which would be disastrously uneconomic but for the fact that the tooling, suppliers and processes are remarkably 'well oiled'.

For a new model at those volumes, they wouldn't be, especially since the armed forces of the world who have

huge stocks of spares and service personnel of their own – and have done much to sustain the Defender – couldn't be depended on to transfer universally to a replacement model.

In the JLR backrooms, they know life would be easier without either the Defender or the need to provide a replacement. The trouble is, whenever you ask people what a Land Rover is, they point out, or sketch, their version of the off-road icon.

The Defender embodies much of the image that is carrying Land Rover towards 500,000 sales per year. But for the original 'farmer's toolbox on wheels', there just isn't the demand there was. That's the problem.

The Defender is dead, long live the Defender



Last Defender off the line was this Heritage 90

THE MORNING STARTED early. It had long been arranged that the Land Rover faithful would pass through the famous gates of 'The Home of the Legend' by 7.15am, to be marshalled into place beside the longest-surviving production line on JLR's mighty Solihull estate in order to witness the final build of the last dozen Defenders that would ever be made.

Organisers swirled about and bacon rolls were plentiful, but no one really knew how it would go, or who would turn up. But it swiftly became clear that far more people would be on hand than were initially expected, and that the ruling mood, at least until the last car's last moment, would be celebratory. Sixty-eight years of production was, after all, a supreme achievement. People milled about, the line began to roll at about half speed and the final few assembly operations began on what were to become the most famous dozen Defenders of modern times.

The cars crawled along, and as they did, technicians at the head of the process were gradually freed from jobs. First they carefully replaced their tools in racks for the last time, then they joined the throng watching the last car – a green Heritage 90 – proceed slowly on its way. The crowd kept growing. Every time someone

completed an important task, such as the fitting of a bonnet, the crowd would cheer. At the end of the line, every so often there'd be the toot of a horn and the blip of an engine and a completed car would drive off the line to begin the process of being united with its owner.

When it came to the final car, the crowd was huge and so were the cheers. Lumps came suddenly to throats; a few eyes looked distinctly watery. Luckily, that last car didn't just disappear from view, for it was to be the star of a last hurrah in front of 1000 onlookers. All were treated to a brief history of Land Rover, some film of the icon's greatest days and copious assurances by JLR CEO Ralf Speth that this was merely a pause in the Defender's life. It would reappear as a family, not just a car, although on detail he was characteristically vague. However, the gist seems to be that we won't be seeing production cars before 2019.

The whole thing concluded with a parade through the factory of old and new Landies, headed, as you'd expect, by the first-ever Land Rover, the famous HUE 166, and comprising show cars and fire engines, forestry trucks and all manner of other weird machinery recognisable as a Land Rover or, since 1990,



The Defender is expected to be replaced by a family of models

'When it came to the final car, the crowd was huge and so were the cheers'

a Defender. I travelled in the second car – behind Speth and 'Mr Land Rover' Roger Crathorne in HUE – and was driven by its owner, 58-year-old Tim Dines. This was the third-ever Landie, which he had owned since he was 16. He paid £200 for it, because of its provenance, when the going rate for an early one was £30.

The parade ended too soon, as these things tend to, at Solihull's Land Rover experience centre, with owners and enthusiasts swapping all the stories they've told one another before but mainly enjoying the ambience. Everyone agreed that Land Rover – and especially the Defender – carries a special aura, and that, come what may, it must not be lost.

STEVE CROPLEY



Technicians followed the final Defender to the end of the line



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SPY SHOT
ASTON DB11

PHOTOGRAPH AUTOCAR/UK

DB11 reveals true look

Aston Martin's DB9 replacement sheds disguise to show its muscular new form

Aston Martin's crucial new DB11 has been caught undisguised on a marketing shoot a month from its Geneva show debut.

The DB11, which finally ushers in a new architecture, engine and styling direction for the British marque, was seen in Spain last week, with the image appearing on a Dutch website.

The sole, grainy image, which Aston insiders have confirmed is of the new DB11, shows a striking new look for the car compared with the DB9 it replaces. The picture reveals

nods to recent concepts, including the DBX and CC100, in its sharper lines and more muscular form, as well as elements of the DB10 created for the Bond film Spectre. However, several Aston Martin design cues are retained and the model remains instantly recognisable as an Aston.

The picture also hints at a longer wheelbase for the DB11, a change that should increase interior space. The cabin will be all new, with a new electrical architecture and infotainment system sourced from Aston's

technical partner and part-owner, Mercedes-AMG.

The DB11 will kick off a busy five years for Aston as boss Andy Palmer seeks to replace all of the firm's core sports cars. Also planned are replacements for the Vantage sports car and the Vanquish GT and a production version of the DBX crossover concept.

Key features of the DB11 include a versatile new bonded and riveted chassis, built to the same principles as the current VH structure. The DB11's twin-turbo 5.2-litre V12 is also new.

The engine, which is expected to produce around 600bhp, replaces the existing normally aspirated 5.9-litre V12 used in the current line-up. V8s sourced from Mercedes-AMG will follow later in the DB11's life cycle. A six-speed manual gearbox will be standard, with an eight-speed auto optional.

Another new feature on the DB11 is the lightweight double wishbone suspension. Matt Becker, who joined Aston in 2014 after 26 years at Lotus, has tuned the chassis set-up.

MARK TISSHAW

Confidential

BMW i3 SALES are currently split 50/50 between range-extender and all-electric versions, but sales are heavily skewed by country. Norway, for instance, is almost 100% electric sales, whereas California's sales are split 60/40 in favour of the extended-range model.

A HIGH-PERFORMANCE version of the Genesis Coupé is rumoured to be in development by Hyundai's N performance division, for launch next year. The car is expected to be powered by a 450bhp version of the twin-turbocharged V6 Hyundai is working on, as well as having its chassis heavily retuned. The car isn't currently destined for Europe, but the success of N division's launch with a hot version of the i30 hatchback later this year could change that strategy.



McLAREN AUTOMOTIVE CEO Mike Flewitt has reiterated that he is in no rush to replace the P1 hypercar. He said he is not interested in developing a 'P1.5' and intends to wait for the next technological advancements before creating a successor. In the meantime, the firm will focus on providing track days, vehicle support and driver mentoring for P1 GTR buyers.

DS CHIEF EXECUTIVE Yves Bonnefont says there are "no specific plans" to introduce the brand to the North American car market. None of the PSA brands currently operates there.

VOLVO SAYS THE S90's front-end styling is "confident but not aggressive". The firm's vice-president of design, Thomas Ingenlath, says the car's face is like a lion's. "It radiates authority but not aggression," he said.

Hybrid LC500 coupé set for Geneva

LEXUS WILL REVEAL a hybrid version of the LC500 luxury performance coupé at the Geneva show.

The LC500 combines a 467bhp naturally aspirated V8 with a striking design. The hybrid version, expected to be badged LC500h, will use Lexus's 3.5-litre V6 mated to an electric motor to improve fuel consumption without damaging overall performance too much. A similar V6 hybrid set-up in

the GS450h executive saloon gives that car a 0-62mph time of 5.9sec.

The LC500 is built on an all-new rear-drive platform that combines lightweight materials, including carbonfibre, for the best combination of low weight and stiffness, Lexus says.

Prices are yet to be announced, but they could mirror those of the LS saloon, which runs from £70,000 to just over £100,000.



PHONE PENALTIES COULD RISE

The Department for Transport is proposing higher penalties for drivers caught using their phone. The DfT wants fines to increase to £150, with points for car drivers rising from three to four and those for HGV drivers rising to six.



NOT SO BIG IN JAPAN

Ford has pulled out of Japan after selling fewer than 5000 cars there last year. Sources cite Ford's non-motorsport approach to Japan as the reason for the unprofitability. Domestic brands dominate Japan's general-purpose market.



Seat Leon X-Perience 2.0 TDI is among those with revised figures

VW in more hot water

Transport committee leader calls for VW to compensate owners after changes to economy figures

Volkswagen should compensate owners of cars that are given revised fuel economy and emissions figures without being mechanically changed, Louise Ellman MP, chair of the transport committee, has said.

Ellman's comments came in response to an exclusive Autocar investigation that revealed 44 Audi and Seat models had their CO₂ and fuel economy figures amended without explanation in December and January – shortly after the VW Group

had claimed its investigations into CO₂ irregularities were “largely concluded”.

The changes affected Audi A1, A4 and Q3 models and Seat Ibiza and Leon derivatives. The most extreme change was to the Seat Leon X-Perience SE Technology 2.0 TDI auto, which had its emissions raised by 10g/km and fuel economy lowered by 5.3mpg. As a result, the second-year VED rate on that car will rise by £20 a year and benefit in kind by 2%.

“Public confidence in Volkswagen has been shaken,”

said Ellman. “Motorists have a right to expect accurate information. Volkswagen must now act swiftly to ensure that customers who bought vehicles in good faith are compensated for their loss.”

VW has already assured owners of affected vehicles that they will not be hit by the higher taxation costs, as the cars were officially ratified at the previous levels, and it will give customers with cars on order the chance to cancel or amend orders free of charge.

However, VW says it has

no plans to offer existing owners compensation for the reduction in the official fuel consumption, despite admitting all the affected cars bar the Q3, which has a new alloy wheel option, are identical to those originally tested.

VW says there is no need for compensation as the real-world economy of the affected cars will be identical.

Meanwhile, the nine VW models previously identified as having potential CO₂ irregularities have now been narrowed down to just six.

Ellman warned that Volkswagen could face further investigations by the transport committee if she felt it was appropriate. She said: “The transport committee is examining vehicle type approval and vehicle standards and will continue to monitor developments closely. VW is still under investigation and we await the results.”

JIM HOLDER

» For the full list of affected models, visit autocar.co.uk

Vision S concept to preview Skoda's new large SUV

SKODA WILL PROVIDE a close preview of its first production SUV with the Vision S concept at next month's Geneva show.

The concept, which is teased here in this official sketch, will come with three rows of seats offering space for six passengers, although the production version is expected to be a seven-seater. The concept features a prominent grille with raked headlights and a large lower grille with side air intakes. The roofline dips towards the rear.

The Vision S is around 4700mm long, 1910mm wide and 1680mm high, making it longer, wider and lower than the Kia Sorento. The production version will be pitched as a rival to the Sorento and its sister model, the Hyundai Santa Fe.

Skoda's SUV is expected

to take the Kodiak name and should cost from around £24,000 when it goes on sale early next year.

The Kodiak is based on the VW Group's MQB platform and shares most of its underpinnings with the US-market VW CrossBlue, which is due later this year.

The engine line-up will mirror that already offered in the Superb, with a 1.6-litre turbodiesel forming the base unit. A diesel-electric hybrid will also be offered, and four-wheel drive will be optional on most models.

Skoda is already planning a more rakish five-door SUV coupé to join the range. That car will be followed by a sportier model with tweaked styling, and the family will be completed by the new Yeti, which is due in 2018.



Skoda's Vision S SUV concept seats six, but the production version is expected to be a seven-seater

Tester's Notes



Matt Prior



Golf GTI Clubsport Lightweight may be sending the wrong message

Racy Golf in doubt

VOLKSWAGEN HAS developed a lightweight version of its recently unveiled Golf GTI Clubsport to a production-ready stage, a high-ranking official has revealed.

However, concerns over the 296bhp hot hatchback's overtly sporting image at a time when VW is attempting to keep a low profile in the midst of the diesel emissions scandal mean the racy two-seater may never be offered to customers.

The new front-wheel-drive Golf GTI Clubsport Lightweight was conceived as a road-legal race car.

A decision on whether the Golf GTI Clubsport Lightweight will go into production rests with VW's newly elected supervisory board, which is said to be concerned about the message the new car will

project. VW still plans to show it at a fan event in May. If it were to make production, fewer than 100 units would be made.

VW is also set to reveal a new generation of four-cylinder engines later this year. Conceived around a modular aluminium crankcase and cylinder head, the new engines will initially share a common 1.5-litre capacity.

They will be used in a wide range of Audi, Skoda, Seat and VW models, starting with the facelifted Golf in 2017. They will replace the 1.4 petrol and 1.6 diesel implicated in the current emissions scandal.

Autocar also understands VW will reveal a new Nissan Juke-sized crossover concept, previewing a 2018 production model called the T-Cross, at next month's Geneva motor show.



XC90 is impressive, but there is a certain degree of road noise

A colleague borrowed the long-term Autocar Volvo XC90 from me the other day. It's a fine car, the XC90. It sits on what is the strongest Car of the Year shortlist I can remember, and deservedly so. It's spacious, has a cool interior, performs well, yada-yada-yada (you've read the reviews). There's not a great deal you'd pick apart or make significant complaints about.

I waved my colleague off, knowing he'd like the XC just as much as I did. A couple of hours later, the phone rang. "There's a fair bit of road noise, isn't there?" he said.

Now, because I've been driving it for a month, I've naturally already become slightly defensive about it. So "no", I thought, but then, "yes", I admitted. "Yes, there is."

There's not so much noise that you'd complain about it. But there's perhaps a bit more road roar than in some competitors.

I think the short of it is that

The inevitable fact is that sound reduction costs – not just money but also weight

the XC90 has some road noise because it's new. And I'm darned sure it's not alone; I think this is a new-car phenomenon.

Modern chassis are torsionally extremely rigid, and while rigidity is good for tuning suspension, its unforgiving nature isn't good for noise. It has often struck me that super-stiff aluminium or composite chassis – and the same is true on bicycles as well as in cars – reverberate with noise, like a restaurant with hard tables, walls and floors. A softer, more flexible chassis is the

equivalent of swapping in carpet and tablecloths: a hush descends.

Added to which there's the inevitable fact that sound reduction costs – not just money but also weight, which no new car can afford more than is necessary. When climbing out of the XC90, I swapped into a Vauxhall Astra, another car that suffers from a little road noise here and there. But the Astra weighs only 1350kg – little for a family car. The XC90 itself has a kerb weight of only 2076kg. Granted, that's still more than two tonnes, but we're talking about a full-sized luxury SUV. Not so long ago, Audi's RS6 – the V10 one, if you remember – tipped our scales at a whopping 2145kg. As apogees of glorious excess go, that mid-2000s super-saloon will take some beating.

Mind you, it was quiet.

But this road noise thing is, I suspect, an issue we'll keep coming back to. A couple of years ago I was in a presentation organised by the Niche Vehicle Network – a cool organisation supporting Britain's smaller car makers – in which it was reckoned that, to meet 2030's CO₂ regulations, a luxury car would have to weigh no more than 1375kg. A city car would weigh only 550kg.

There's quite a lot to like about the fact that cars might weigh that little. Consider the amount of agility they'll have and how well they'll handle. Just remember to pack your earplugs before getting into one.



Daihatsu, which stopped UK sales in 2011, has been sold to Toyota

Daihatsu buy-out

TOYOTA IS TO take full control of Daihatsu in a move that's aimed at enhancing the small-car expertise of both companies. Under the deal, Toyota boss Akio Toyoda has said the Daihatsu brand will be given an "equal position with the Toyota and Lexus brands".

Daihatsu became a subsidiary of Toyota in 1998 and the pair have worked together since the late 1960s.

Now the world's largest car company has agreed to buy the remainder of Daihatsu shares in a deal said to be worth about \$3 billion (£2bn).

Although the deal focuses primarily on small cars, Toyota is keen to tap into Daihatsu's expertise in packaging, efficiency and miniaturisation. Toyota hopes this can be used to enhance the cost competitiveness of larger cars.



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A Week In Cars

Steve Cropley



Just 10 examples of P&A Wood's 'enhanced' Wraith are planned

MONDAY

We're only a month from the motor show everyone loves most, Geneva's Salon d'Auto, to use the official handle. The flow of new metal has well and truly started and will now accelerate during the next few weeks as car makers compete for 'air time' in a crowded arena. The number of models and variants offered in Autocar's new cars list has risen by 50% since 2000 and the climb continues. But there are no more hours in the day, or days in the month.

If you're a car maker who's just spent four years and a billion quid creating a world-beater, it must feel distinctly undignified to have to battle others (who may only have freshened their car's bumpers and dashboard) to get the market's attention. But that's life. And your mission is made all the tougher by today's proliferation of entertainment channels; however large your advertising budget may be, it's never going to touch the sides. All of which is why (and I would say this) the car game needs the decent show coverage Autocar aims to provide. Our web audience spikes massively at Geneva time; we're looking forward to that, too.

The XC90 clearly defines the limits of width and height my motoring life can handle

TUESDAY

First big-name design study to appear ahead of the horde is Vauxhall-Opel's pretty GT Concept, which is one of a string of proposed and low-volume production sports cars GM Europe has created over the years – even though neither Vauxhall nor Opel is known

for sports cars. As this issue was closing, GM insiders uncovered details of the very first Vauxhall concept, a 1964 sports coupé (with obvious visual relationships to the later Opel GT) which was also called GT Concept. It is pretty and undoubtedly historically important, but the car from this stable I like most is the beautiful 1966 Vauxhall XVR concept shown here. It looks completely modern to my eye, and barely believable as a 50-year-old.

THURSDAY

Up early to visit my spiritual home in Essex: the remarkable headquarters of Rolls-Royce and Bentley restorer (and now Rolls-Royce dealer) P&A Wood. My mission was to view a tastefully enhanced



Vauxhall's 1966 XVR concept still looks gorgeous

(customised would be completely the wrong word) version of the Rolls-Royce Wraith which Paul and Andrew Wood have started selling in a super-exclusive batch of 10 to discerning customers. The car is unaltered mechanically but subtly improved inside and out by two men who have dedicated the past 50 years to enhancing the looks and quality and image of already-great British coachbuilt cars.

It takes 16 subtle, sometimes intricate modifications to make a P&A Wraith (one of the most effective is simply to paint the gubbins behind the grille in matt black so they aren't visible in low, strong sunshine). Some shiny interior bits are tastefully veneered, fine chrome stripes appear on the body sides and the whole thing looks even more tasteful than before.

The batch cars are selling merrily at £20,000 extra a copy. Owners seem to be buying them as much to be in Paul and Andy's gang as to enhance their cars, and if I were in the bracket I'd be just the same.

FRIDAY

Spending a few days in Mr Prior's imposing new Volvo XC90, a pleasant, effortless, nicely built car for the most part, although I'm a bit surprised by the road noise compared with our Range Rover Sport (see more on this on p21) and the slightly jittery low-speed ride. Found the XC90 clearly defines the limits of width and height my motoring life can reasonably handle – which makes me feel a little sorry for the XC90 drivers who will spend most of their lives jousting with others in the drive-to-school traffic.

And another thing...

My liking for entry-level motorsport will be tested later this month when I tackle a night navigation rally in our new Astra to evaluate its LED matrix headlights. I'm driving and Vauxhall's Andrew Duerden is on maps.



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Lamborghini Huracán Spyder

31.1.16, Florida Brash Italian coupé loses its roof in an effort to enhance its head-turning appeal

Dismiss it as a boulevard cruiser if you wish. There's even merit to the anti-cabriolet argument for a number of purist sports cars. But frankly, Lamborghinis suck up attention like they suck up super-unleaded, and the Huracán was made to be an open-top.

So here it is, the Huracán LP610-4 Spyder. It has identical running gear to that of the existing coupé, so behind your ears is a throaty 5.2-litre V10, which streams its 602bhp to all four wheels via a seven-speed dual-clutch automatic gearbox.

The fabric hood goes up or down in 17 seconds, at speeds of up to 30mph, but the extra mechanical gubbins needed to lift the lid have increased weight to 1542kg – around 100kg more than the coupé.

So does it feel fat and wobbly on the road? Not remotely. On the streets around Miami it felt strong and taut, with barely a whiff of body flex. Unless you have regular track access, it's unlikely that what small compromises in rigidity there are will encroach on your consciousness.

Our car was on standard dampers, which are really effective. The Huracán bucks and shimmies on really scruffy roads, but it never corrupts its tyres' contact patches or resorts to the wince-inducing bump absorption from which some hardcore sports cars suffer.

What could well annoy you is the rear visibility, since the rear deck is so high that the rear-view mirror barely shows you the roofline of the car behind. Taller drivers will want for a bit more leg room, but by any supercar standards, and particularly by Lamborghini's, this is a car you could live with every day.

Even with the roof down, the clever aero work – including buttresses behind the trailing edges of the windows to suck air back across the deck rather than letting it recirculate in the cabin – keeps things civilised. Roof up, the car's silhouette reveals that the airflow will be fairly uninterrupted, and sure enough, wind noise is well suppressed. You still get a fair amount of tyre rumble and the exhaust echoes gently in the

background, but you can live with it.

In fact, anyone driving a Huracán will wallow in the noise, an acoustic bonanza of popping, burbling, ravening V10. It's more overture than exhaust note, and opening the roof only lets you enjoy it more.

The powertrain is a delight. Twitch the large manual paddles and you feel instantly in charge of the gearbox, letting you make the most of

Whatever you compare it with, give it everything and the Huracán is savagely, hilariously fast



The loss of the Huracán's roof has done little to compromise rigidity or ride comfort



Two-seat cabin is as ostentatious as that of the fixed-head Huracán, but high rear deck hampers visibility; fabric roof goes up or down in 17 seconds



The free-revving, 602bhp naturally aspirated V10 is hidden from view, but the noises it makes provide a continuous aural backdrop to the experience

the joyously free-revving V10.

There isn't the gut-wrenching mid-range you get with a turbocharged McLaren 650S or Nissan GT-R, but there's real satisfaction in using the engine's long, crescendoing rev range. And whatever you compare it with, give it everything and it is savagely, hilariously fast.

But there is a nagging sense of something missing. For a start, and

as we've already established in the coupé, the variable-ratio Dynamic Steering that was fitted to our car is to be avoided. On top of that, the four-wheel drive system delivers the same edge of disappointment. Sure, in virtually any normal road use, the Huracán Spyder feels easily edgy enough to satisfy the majority of supercar owners. Dull, it isn't. Push harder, though, and it reveals

a slightly nannying tendency to understeer earlier than you'd like, rather than respond to throttle feathering with the sort of elegant adjustability of a 650S or Ferrari 488.

Even with all that, the Huracán is fun. But this is not a car that ever feels completely unfettered by the veil of electronic interference.

Which brings us back to our point about who's going to drive it, and where. For many, the sense that the Huracán is there to thrill while being a few notches more manageable than its rivals could be exactly what sells it, and we're not going to look down our purist noses at that.

But if you are one of said purists, a Ferrari 488 or McLaren 650S Spider will most likely serve up more of what you're after. But the Huracán Spyder is a masterpiece in its own right, as much due to its design and acoustic artistry as for its engineering.

It isn't where our £205,000 would go, but in terms of what most of the paying punters actually want, Lamborghini has got it spot on.

VICKY PARROTT



LAMBORGHINI HURACÁN LP610-4 SPYDER

Not the purist's kind of supercar, but exactly what most people will want it to be



Price	£205,000
Engine	V10, 5204cc, petrol
Power	602bhp at 8250rpm
Torque	412lb ft at 6500rpm
Gearbox	7-spd dual-clutch automatic
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Top speed	201mph
0-62mph	3.4sec
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Caterham Seven 620S

20.1.16, Surrey Unhinged 620R has its hardest edges softened to make a more forgiving road car

When Caterham launched the 620R last year, it promised buyers that they were getting a road-going version of the R600 race car – the supercharged Seven built to satisfy a desensitised lunatic fringe who considered the R300 too pedestrian. The claim was not overstated.

I enjoyed the 620R, just as you might conceivably enjoy an SAS Arctic survival course or being shot from a cannon. Realising that the combination of brutal sequential gearbox and track-spec suspension might not be to everyone's taste, the manufacturer has duly followed it up with this, the 620S.

Being the actual road-going version of the R600, the new model keeps the meat – in this case the 310bhp supercharged 2.0-litre Ford Duratec engine – and swaps out the circuit-based gristle. Thus the springs and dampers are downgraded from 'race' to 'sport' specification, wheels are up to 15in and the gear ratios now belong to a conventional five-speed manual.

You also get other luxuries, such as a roof and doors, and, for the first time in a Caterham range-topper, there's also the option of the marginally bigger SV chassis, which means those of us not stunted by war rationing have room to sit down properly and operate the pedals.

The effect is transformative. Where the 620R was an endurance test of your testosterone levels, wrist strength and adrenal gland, the S is amenable, communicative, only mildly unhinged and massive fun. Its engine remains as it was – hugely noisy, not precisely easy to get off the mark and occasionally grouchy at low speeds – but the new transmission has distilled the colossal shove underneath into something far more wieldy and likeable.

Where the R600's sequential gearbox all but vetoed the idea of moving from slow to fast at anything less than a frenzy, the manual lets you drive languidly, savouring the mixology that results from 219lb ft, a 610kg kerb weight and less abrupt gear ratios. Combined with the much

more obliging Bilstein dampers, that traditional, terrific Seven sensation of low flying between hedgerows, half trying, half dreaming, is returned in abundance.

That makes the S a more winsome thing; what makes it downright brilliant is all the supplementary, hair-raising pleasure that remains buried under the throttle pedal's final third. The mechanical requirements

Longer punctuations between upshifts help to dramatise the moments of undiluted thrust



Sport suspension gives the chassis a level of compliance the race-spec 620R lacks



It's minimalist and functional rather than comfortable and cossetting; wider SV chassis is available as an option for larger-framed customers



Concessions to road use mean the 620S comes with doors and a roof; the supercharged 2.0-litre Ford Duratec engine makes 310bhp and 219lb ft

of clutch pushing and gearlever pulling mean it takes more than half a second longer to get to 60mph in this than it does in the straight-cut R, but as it still takes just 3.4sec in total, the difference is hardly debilitating.

In fact, while the lost fractions might conceivably be frustrating on track, on the road the longer punctuations between upshifts only help to dramatise the subsequent

moments of undiluted thrust – as does the softer chassis' tendency to pitch back slightly under maximum duress. Certainly there's less traction to be had from the progressive sport set-up than the R's hardy race one, but that's scarcely a problem, either. The S's tendency to slide more manageably at halfway sane speeds simply confirms the notion that it represents the more forgiving – and

overtly playful – side of the 620 coin.

It was good enough, in less than perfect weather, to have me clicking around Caterham's website an hour later. Do so and you'll be reminded of the rub soon enough. The S's removal of the R's trick bits saves £5k, but that still leaves a substantial £45k starting price. You'll also have to live with the Duratec's supercharged thirst (I filled up its admittedly thimble-sized tank twice but only put around 200 miles on the clock).

Previously, I would have argued it was all too much for a Seven, but there is simply too lavish a serving of idiosyncratic pleasure here to ignore. At one end, it delivers just enough comfort-edged tolerance to savour the super-abundance of power. At the other, it manages to be fierce, savagely quick and feelsome in a way that isn't indecently wearing. The combination of performance, friskiness, exhilaration and usability is just impossible not to recommend wholeheartedly. As road-going specials go, it's a five-star one.

NIC CACKETT



Wheel diameter has increased to 15in; manual gearbox is better suited to the road




CATERHAM SEVEN 620S

Refettled R600 racer results in a rapid and responsive but forgiving road car. Expensive, though



Price	£44,995
Engine	4 cyls, 1999cc, supercharged, petrol
Power	310bhp at 7700rpm
Torque	219lb ft at 7350rpm
Gearbox	5-spd manual
Kerb weight	610kg
0-60mph	3.4sec
Top speed	145mph
Economy	na
CO ₂ /tax band	na



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BMW 330e

28.1.16, Germany Plug-in electric power and 2.0-litre turbo petrol combine for pace and efficiency

The BMW 330e is the latest entry into the fast-expanding market for plug-in hybrids. To be sold exclusively in saloon guise in the UK, it aims to sway executive car buyers away from petrol and diesel models with the promise of a zero-emission range of up to 25 miles and combined economy of 148.7mpg.

The starting point for the 330e is the recently facelifted 320i, with which it shares its turbocharged 2.0-litre petrol engine, which produces 181bhp and 214lb ft. Joining it is an electric motor mounted within the 330e's eight-speed automatic gearbox, delivering an added 87bhp and 184lb ft, either in combination with the petrol engine or on its own in pure electric mode. All up, BMW claims total system outputs of 249bhp and 398lb ft, all of which is delivered to the rear wheels.

A 7.6kWh lithium ion battery is mounted in the floor of the boot and charged via a socket behind a flap in the front wing. BMW claims an 80% charge time of just over two hours via a wall-mounted charger or over three

hours via the mains. At 370 litres, boot capacity is reduced by 110 litres over other 3 Series saloon models.

The driveline technology provides the 330e with quite lively performance and superb refinement without any great loss to the 3 Series' overall dynamic properties. There's a nice flexible feel to the delivery in electric mode, and the combustion engine and electric motor combine seamlessly to propel the saloon with real verve. To make the most of its potential efficiency, though, you need to get accustomed to the three driving modes – eDrive, Max eDrive and Save Battery – and be prepared to switch between them. Alternatively, you can leave the 330e to its own devices. Just don't reckon on getting near the official economy claims, though. In real-world driving, expect around 55mpg.

From rest, the 330e is programmed to operate in eDrive mode, in which the electric motor's torque enables the BMW to glide away with thrust that belies the 1735kg kerb weight. BMW admits, however, that the

claimed 25-mile electric range is achievable only at very gentle speeds and without any major inclines.

Seek out greater performance in Max eDrive mode, in which the full reserves of the electric motor are released, and you can hit a limited zero-emission top speed of 75mph.

In hybrid running, the 330e is reasonably swift. With the electric motor assisting the petrol unit, it delivers solid low-end urge and impressive mid-range shove on kickdown, but it is at motorway speeds, with the relatively tall gearing suppressing the revs of the petrol engine, where the new BMW does its best work, proving to be exceptionally refined.

With a premium of £930 over the 330i, the new 330e is competitively priced at £33,935. By comparison, the Mercedes-Benz C300h is pitched at £35,440, and the Volkswagen Passat GTE costs £37,500. With an official CO₂ rating of 44g/km, the BMW qualifies for the government's OLEV grant and will allow owners to evade the London congestion charge.

If your commute is mostly on urban roads and no longer than 25 miles each way, the new BMW could theoretically allow you to drive on electric power for the working week without ever engaging its combustion engine – provided you can plug it into a high-voltage charger at your destination. The 330e also impresses with its overall dynamic ability out on the open road.

We'll need more time behind the wheel in the UK to provide a full assessment of its dynamic qualities, although on smooth German roads its retuned chassis coped well with the added weight of the electric motor and battery. There is added firmness in the ride, but overall this is one of the most engaging hybrids on the market right now.

GREG KABLE

BMW 330E

A refined hybrid that loses little to a regular 3 Series in terms of dynamics and performance



Price	£33,935
Engine	4 cyls, 1998cc, turbo, petrol, plus electric motor
Power	249bhp (combined)
Torque	398lb ft (combined)
Gearbox	8-spd automatic
Kerb weight	1735kg
0-62mph	6.1sec
Top speed	140mph
Economy	148.7mpg (combined)
CO ₂ /tax band	44g/km, 5%



Charging the battery to 80% takes just over three hours via mains; 330e feels swift when the electric and petrol motors combine

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Lexus GS F

25.1.16, Surrey Lexus throws its hat into the super-saloon ring with a naturally aspirated V8

The 471bhp GS F is Lexus's entry into the super-saloon market. It follows the standard template for its kind with a hearty V8 powering the rear wheels, seating for at least four and a decent boot.

The GS F stands out because it has no forced induction. While the BMW M5 and Mercedes-AMG E63 are turbocharged, the GS F's 4969cc V8 is naturally aspirated, with its peak torque of 391lb ft developed at a lofty 4800-5600rpm. In the Germans, maximum twist is more than 500lb ft and comes at little above tickover.

Modifications over the normal GS include chassis-stiffening reinforcements, aluminium-intensive components for the suspension, stiffer springs with passive performance dampers from ZF Sachs, upgraded Brembo brakes and a torque-vectoring differential. Styling tweaks add aggression to the nose, side skirts and rear with the help of a carbonfibre front splitter and boot spoiler, brake cooling ducts, 19in wheels and four exhaust tips.

Striking though the GS F's exterior might seem, it's positively meek compared with the car's made-over cabin. Our test car featured red leather, black leather, black Alcantara

with blue stitching, satin-effect inserts, carbonfibre accents and an array of textured plastics.

The surfaces range from genuinely luxurious to disappointingly scratchy, and some of the switchgear looks and feels from either a bygone era or a much lower class of car. But the wrap-around, high-backed seats are comfortable, the ergonomics are good and there's genuinely room for four 6ft-tall adults to sit in comfort. The infotainment system uses a generous 12.3in screen, but its joystick controller can't match the efficient simplicity of, for example, BMW's iDrive.

The GS F gets closer to the M5 for pace, giving away just 0.3sec to 62mph, with a time of 4.6sec. This is partly because while the Lexus's V8 is 81bhp and a whole 185lb ft shy of the BMW's twin-turbocharged unit, the GS F weighs 155kg less than its rival.

In fact, the car feels surprisingly quick-witted on the road, its surface-hugging suspension and trick differential helping you to deploy power effectively and with confidence. Out of the four drive modes, the steering gains welcome weight only in Sport S+ but is always faithful and offers a degree of feel.

Choose Sport S or Sport S+ to release the V8's full potential and you're rewarded with refreshingly sharp throttle response, but those expecting a linear power delivery might be surprised by the distinct hike in pace at the 3800rpm mark, when the induction noise changes from a subdued but robust warble to a bellowing growl. The charge continues all the way to the lofty 7300rpm rev limiter, where, if you're in manual mode, it will faithfully remain until you upshift.

Yet the eight-speed automatic gearbox is generally not so obedient. First gear has been designed to aid swift step-off, but in reality, if you're creeping out of a junction and add more throttle, there's a palpable delay before it responds. Kickdown requests are sometimes met with a stint of acceleration in the current gear before the 'box finally downshifts; at other times, it comes as requested but is swiftly followed by what feels like an economy-hunting upshift. Use the paddles to choose gears yourself and shifts are sometimes gentle and at other times aggressive, seemingly without regard for throttle inputs. Less neurotic transmission mapping would allow

you to properly engage with what is a quite characterful engine.

Otherwise, the GS F is well mannered on UK roads. Its urban ride is firm but not crashy, and while it patters a bit on the motorway, neither foible is that bothersome, especially when traded off against the car's relative athleticism on more challenging sorties.

The GS F's generous kit list makes it seem comparatively good value next to an M5 or E63, which are four and five grand pricier respectively, but the German cars have better gearboxes and more consistent cabin quality and are more efficient.

The Vauxhall VXR8 GTS is both cruder inside and much less economical than the Lexus, but it also offers a better driving experience and costs £15,000 less. So while the GS F has a strong engine and tidy handling, there are other options in the super-saloon class that make stronger cases for your cash.

RICHARD WEBBER

LEXUS GS F

Strong, naturally aspirated V8 and neat handling are let down by a neurotic gearbox



Price	£69,995
Engine	V8, 4969cc, petrol
Power	471bhp at 7100rpm
Torque	391lb ft at 4800-5600rpm
Gearbox	8-spd automatic
Kerb weight	1790kg
0-62mph	4.6sec
Top speed	168mph
Economy	25.2mpg (combined)
CO ₂ /tax band	260g/km, 37%



Comfortable cabin is a patchwork of materials and surface finishes; the GS F is agile and responsive and puts its power down well

THE FUTURE

How will the motoring landscape look 25 years from now? Will the combustion engine be dead? Will we even be allowed to drive cars? Over the next 10 pages, we look into the crystal ball to picture the future for cars and driving

Driver

Car is piloted autonomously until car-to-infrastructure GPS spies some quiet B-roads ahead and cedes control to the driver



WRITTEN BY Matt Burt, Jesse Crosse, Hilton Holloway and Darren Moss

OF CARS

Motors

In-wheel electric motors are powered by a lithium sulphur battery that's good for a driving range of more than 350 miles

Chassis

Constructed from a mix of lightweight steel, aluminium, carbonfibre and bio-materials; engine parts are made of plastic

Tyres

Adaptive tyres change shape according to road conditions and convert heat energy to electricity

Relax: a quarter of a century from now, those of us who enjoy driving will still be turning the steering wheel, pressing the pedals and shifting the gearlever with our own limbs, via inputs from our brains and feedback from our senses.

At least, we hope we will, because we're not quite ready to change the masthead of this magazine to 'Autonomouscar'. That doesn't have a good ring to it at all.

It isn't getting any easier to be a keen driver or a maker of performance cars. As the years grind on, manufacturers are coming under increasingly intense legislative pressure to improve safety and efficiency and reduce pollution while at the same time facing pressure from their own executive boards to sell more cars and make them more cheaply.

Rest assured that car makers are not hell bent on forcing us to let the machines do all the work all of the time, though. Most manufacturers rely on a strong emotional link with drivers to sell their latest models. As drivers, we connect with our cars for myriad reasons: the way they look, smell and feel, how they save us time and money, but also how they drive. We'd wager that Autocar readers aren't interested in getting into an anonymous, autonomous box-on-wheels and emerging at the other end of their journey without having had any input into the process.

So although the sports car of the future might look a little different from today's – perhaps it could be similar to our artist's impression on this page – and might be packed with the kind of technology that is only now appearing on the radar of manufacturers' R&D teams, we're laying our cards on the table and saying there will still be a time and place for driver engagement in 2040.

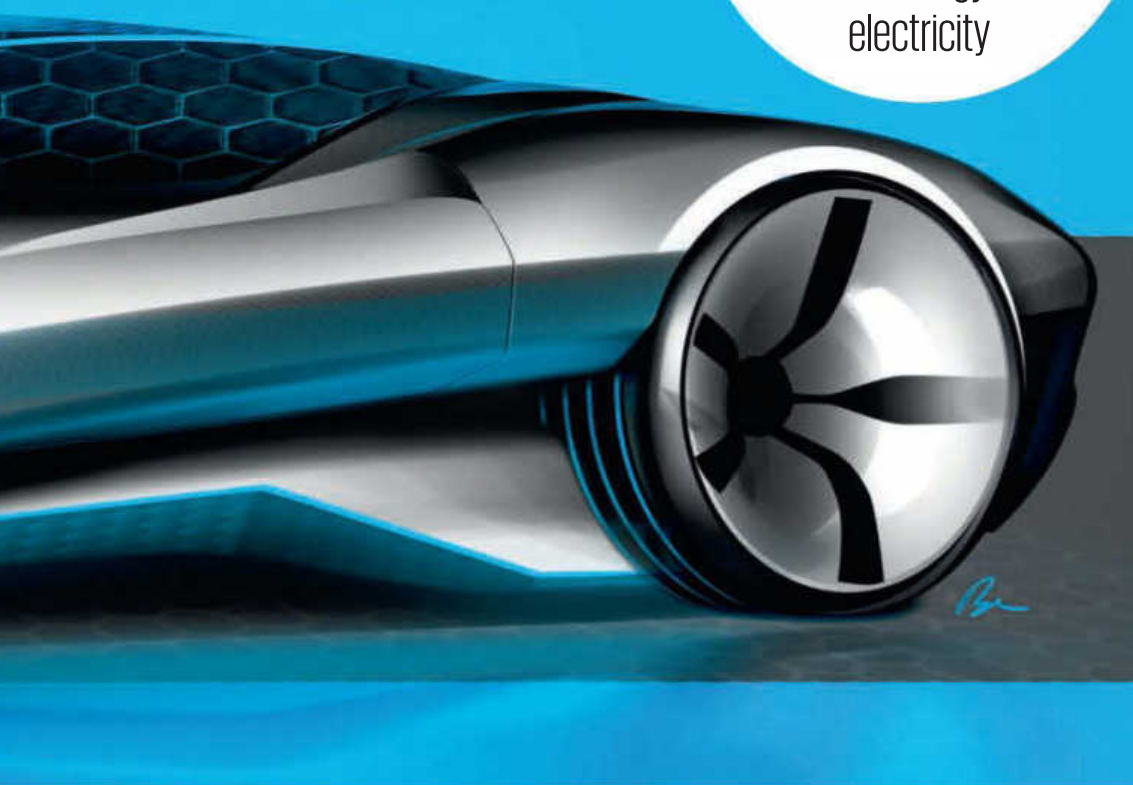
It might only be on a track day or a desolate stretch of the B4425, but the motor car's powerful ability to excite, entertain and engage won't be altogether confined to the history books. Truth be told, gauging the direction of the car industry is a challenge rendered nigh on impossible by the sheer pace and intensity of change and development. We've had a good go, but if you have your own vision of the future, or disagree with us, we'd love to hear about it at autocar@haymarket.com (or via mind meld). **MB**

What sort of engine will my car have?

As we move closer to 2040, "the majority of cars will be electrified in some way and the engine may no longer be the primary drive; its role would be to support an electric motor", says Ricardo's chief technical and innovation officer, Neville Jackson. In that case, the engine is likely to be smaller, highly boosted by turbocharger or an electrical boost system and redefine the idea of high efficiency.

Today, only about 20-30% of the fuel burned in an engine is converted to power and Ricardo has many ideas for devices to recover heat energy that is normally wasted through the exhaust and cooling system. One idea is to use it to drive a small Stirling engine (originally invented in 1816 as a rival to the steam engine). The Stirling engine relies on an external heat source to develop mechanical energy, which in this case would be fed back into the driveline. Another idea is to use thermo-electric materials, turning heat into electricity to help power the electric traction motor of a hybrid.

An engine of 2040 might not be the →



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Vehicle shown is 2016 MG3 3Form Sport in Red Rose with black roof and White Trophy Stripe graphics pack.

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MG3 fuel consumption: URBAN 37.7-41.7 mpg (7.5-6.8 l/100km), EXTRA URBAN 57.6-59.6 mpg (4.9-4.8 l/100km), COMBINED 48.7-51.5 mpg (5.8-5.5 l/100km), CO₂ Emissions: 136-124g/km. MG6 fuel consumption: URBAN 52.3 mpg (5.4 l/100km), EXTRA URBAN 68.8 mpg (4.1 l/100km), COMBINED 61.4 mpg (4.6 l/100km), CO₂ Emissions 119 g/km.

Models shown – 2016 MG3 3FORM SPORT in Red Rose with black roof and White Trophy Stripe graphics pack at £10,553 and MG6 TL in Passion Red at £17,995. †On the road (OTR) price of £8,399 applies to the MG3 3TIME with no optional extras and £13,995 applies to the MG6 S. OTR prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. *From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results.

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Toyota Mirai hydrogen fuel cell car shares its skeleton with hybrids



'A hydrogen infrastructure is difficult to scale up, but once there, it's a profitable business'

← four-stroke engine all cars use today. It may, for example, be a split-cycle engine where cylinders work in pairs, one for intake and compression, the other for power and exhaust. Alternatively, engines may become a hybrid between a petrol and a diesel engine, switching between spark and compression ignition and possibly burning a future cocktail of fossil and synthetic fuel. "The technical opportunities are immense," says Jackson, "and for the average motorist, cars will just get better and more efficient." **JC**

Will hydrogen power take off?

For almost two decades, the world has been tantalised by the idea of hydrogen fuel cell electric vehicles (FCEVs), with ample range and no tailpipe emissions except water and heat. Now the chances of the hydrogen fuel cell car gaining a major foothold by 2040 are improving.

"If the hydrogen infrastructure business model works and the car manufacturers become serious, there could be a significant ramp-up after 2020. You could be looking at millions to tens of millions of cars by 2040," says David Hart of sustainable energy consultant E4Tech and former head of fuel cells at Imperial College.

Hart rates the leaders in the field as Toyota, Honda and Hyundai. Toyota's Mirai has the same "skeleton" as Toyota's hybrid models, but what's different is the power source, says Toyota fuel cell specialist, Julien Roussel. A hydrogen fuel cell feeds electricity to a buffer battery, which provides the transient response to the accelerator pedal for acceleration and stores electrical energy recovered by regenerative braking. "This is the ultimate evolution of our core hybrid technology," Roussel explains.

A fuel cell 'stack' contains hundreds of the small individual cells converting compressed hydrogen and airborne oxygen into electricity, with only heat and water as by-products. Hydrogen is

stored in carbonfibre tanks at a pressure of 700bar. Manufacturing both was once labour-intensive, but Toyota has reduced manufacturing costs by introducing automation and producing everything, including the carbonfibre hydrogen tanks, in-house.

The energy density of hydrogen storage on board is around five times higher than that of today's battery technology by weight and the Honda FCV Clarity introduced last year has a range of 435 miles on one fill. Refuelling time is equivalent to that of petrol or diesel and hydrogen fuel is at least as safe to use as the other two.

Building an infrastructure of hydrogen filling stations remains a challenge to the large-scale adoption of FCEVs. By the end of 2016, there should be around 200 hydrogen filling stations globally. "A hydrogen infrastructure is difficult to scale up, but once it's there, it's a profitable business in its own right," says GM fuel cell expert Ritmar von Helholt. "Recharging stations for electric vehicles are not, because the cost of operating them is significantly more than the cost of the energy being sold."

There's plenty of global investment. In Europe, £1 billion has been budgeted to support hydrogen and fuel cell development from 2014 to 2020. **JC**

Will still be putting petrol or diesel in my car?

Fifteen years ago, the oil industry warned that oil could become uncomfortably expensive to extract by 2040 and that some oil-producing areas could begin to dry up. Today, the story has changed. According to BP, fossil fuels are going to become cheaper and easier to extract. Between now and 2050, BP estimates there are 4.8 trillion barrels of 'oil equivalent' energy (oil and gas) that can be recovered using today's technology and the projected demand to 2050 is 2.5 trillion barrels. A further 2.7 trillion

could be available through new discoveries and improved technology.

BP is less optimistic about the uptake of radical new technologies such as the hydrogen fuel cell and thinks the global energy demand for transport until 2035 and beyond is likely to be met largely by liquid fuels. Some alternatives can compete with oil on cost, though, such as Brazilian sugar cane ethanol and synthetic liquid fuel made from natural gas using the Fischer-Tropsch gas-to-liquids technology. The report also says that by 2050, biomass could sustainably match the amount of energy produced from oil through careful selection of land, crop management and the use of crops such as the fast-growing grass *Miscanthus*. **JC**



Audi is currently experimenting with synthetic fuels

TESCO

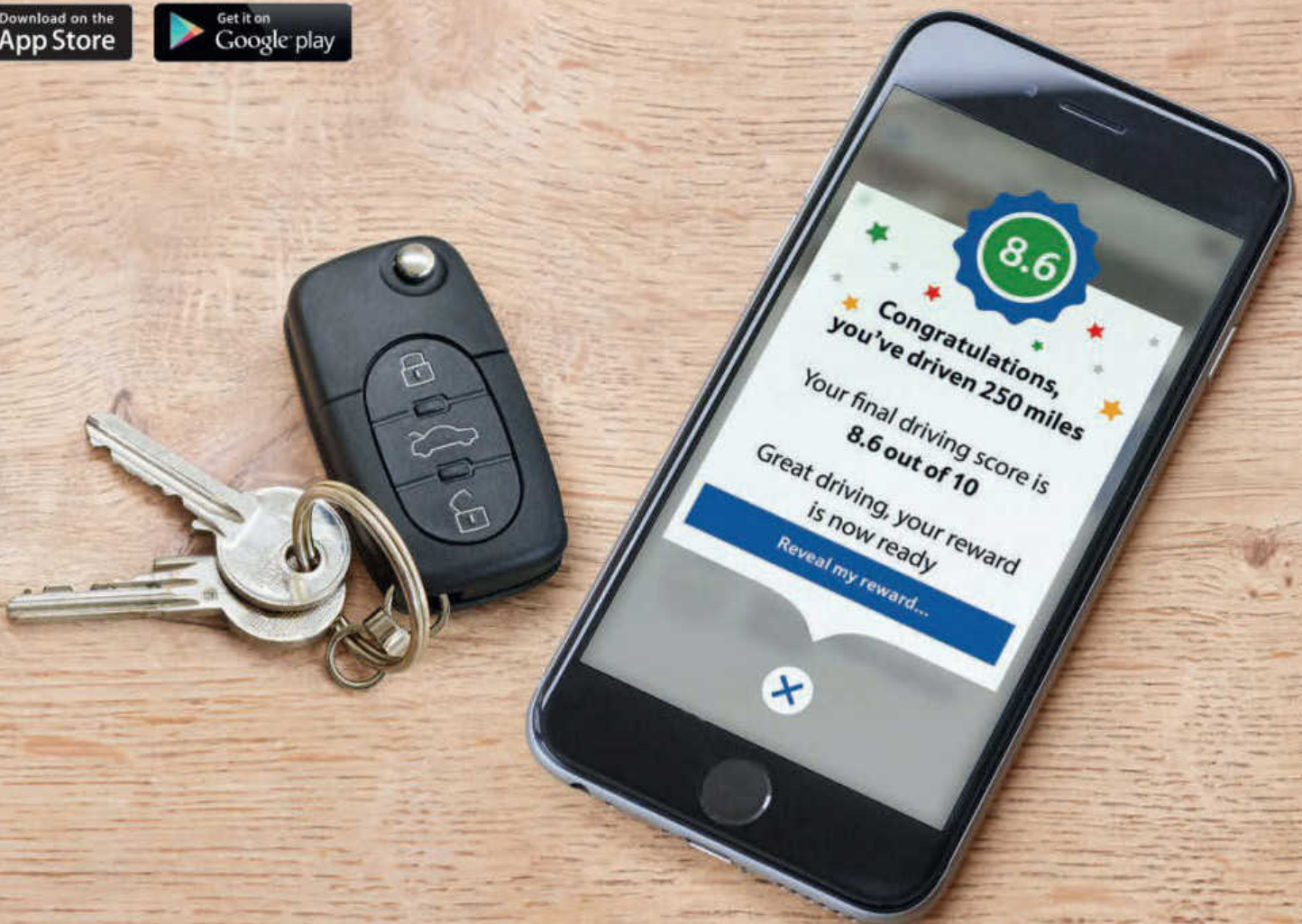
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What sort of tyres will my car have?

Tyres are already an integral part of a car's performance today, but they will have an even bigger role to play by 2040. "The trend for 2040 is for cars to be connected. Interest is growing in using big data by connecting vehicles so they can communicate information about road conditions," explains Goodyear's director of technology programmes, Romain Hansen.

The first stage will be connecting tyres wirelessly to the vehicle to improve safety. "If the vehicle knows the composition of the tyre and how it performs, the ABS system can reduce stopping distances in all conditions," says Hansen.

Once that stage is reached, cars will be able to share information about the road surface condition and temperature with other vehicles via vehicle-to-vehicle connectivity (V2V). Adaptive tyres demonstrated by Goodyear's TripleTube concept will change shape according to road conditions and use. In the wet, the pressure will increase to produce a longer contact patch better able to resist aquaplaning. The use of thermo-electric materials will convert heat energy otherwise lost when the tyre deforms in use to electricity. Piezo electric chips embedded in the tyre's sidewall will also recover energy normally lost when the bottom of the tyre deforms as it rolls. Rice husk ash, which normally goes to landfill, is rich in silica and is typical of new materials that will be used to make tyres more sustainable. **JC**

Will my EV's range have improved?

The major stumbling blocks of any battery electric car are range and the time it takes to recharge. By 2040, things could look very different, with battery electric cars capable of driving up to 500 miles on a single charge and taking a 75% charge in as little as 15 minutes.

Adaptive tyres, like Goodyear's, alter their shape to suit conditions



The race is on to develop lighter, cheaper, more sustainable batteries with much higher energy storage capability (energy density). A typical EV battery today has an energy density of 30kWh, giving an average range of around 100 miles. By the end of the decade, Bosch aims to have a second-generation 60kWh solid-state battery capable of delivering a range of more than 200 miles.

Today, not all lithium ion batteries are chemically the same and are made from a variety of chemical cocktails. Those with the highest energy density (giving the longest

range) use cobalt in their chemistry, but there's a catch. "Cobalt is a rare metal available from a few mines in the world," says Joachim Fetzer, head of petrol engines and electromobility at Bosch.

A third-generation lithium sulphur battery is expected to solve those problems by 2030. This oddly named 'post-lithium' technology will be safe and light and have twice the energy density (128kWh) of a second-gen battery of the same weight.

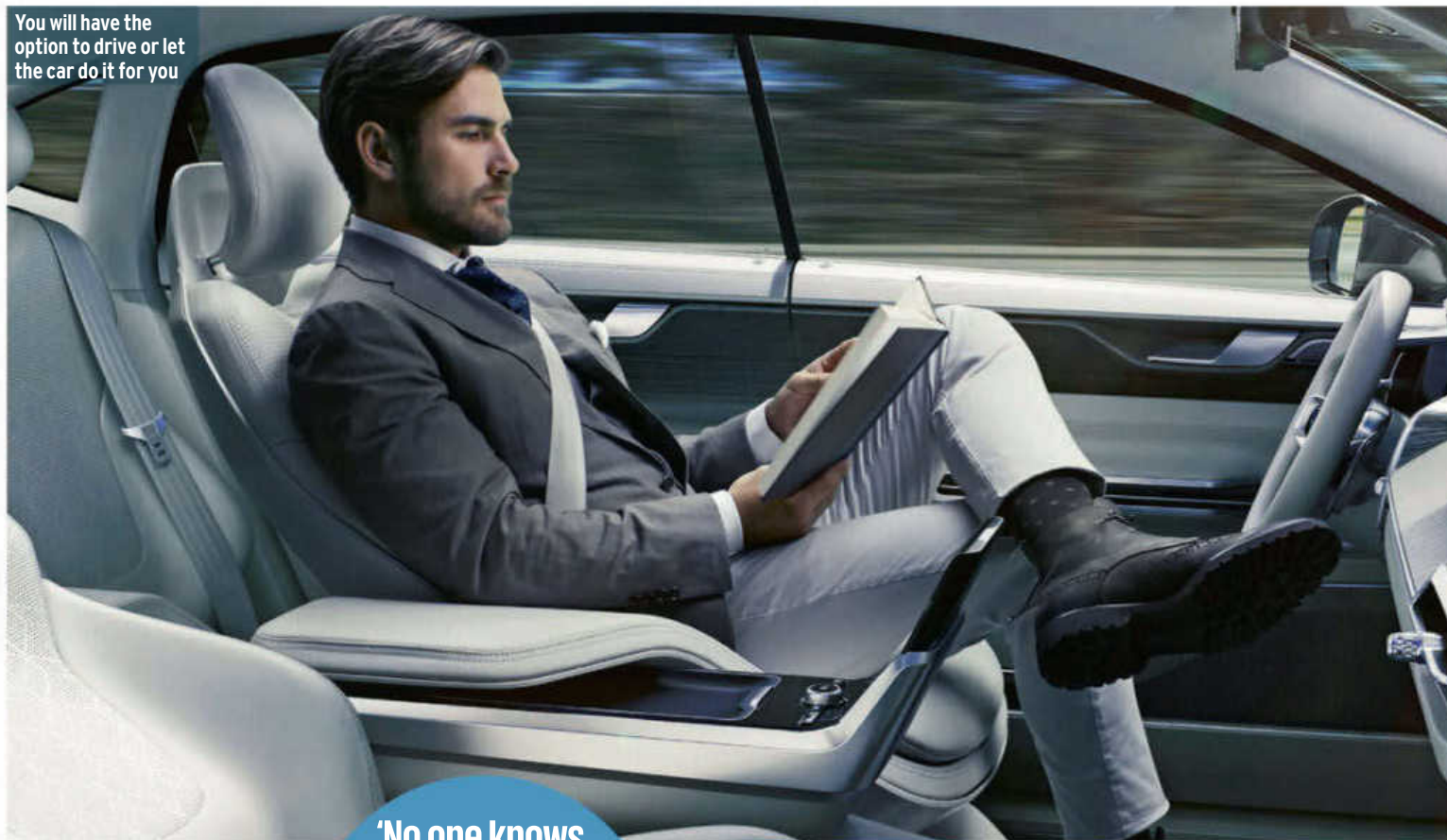
This should give a car the size of the recently unveiled Chevrolet Bolt a range of around 400 miles. **JC**

Battery electric cars could do 500 miles on a single charge and take a 75% charge in just 15 minutes

Battery tech will take a leap by 2020 and another by 2030



You will have the option to drive or let the car do it for you



Who, or what, will be driving my car?

Will we be driving the cars of the future or will they be driving us? Probably a bit of both and all major manufacturers are working on self-driving cars today. Autonomous technology isn't new. It has been creeping up on us for two decades, says Tony Harper, head of research at Jaguar Land Rover. "We are on a trajectory that began with radar, adaptive cruise control, then blind spot monitoring, which moved radar to the sides of the car, and now there are forward-facing cameras."

The next stage is sensor integration and further development of software algorithms. "By 2020, we'll see parking functions joined by low-speed manoeuvring in traffic jams and some high-speed driving, like lane changing, will become automated," says Harper.

Beyond 2020, more complex sensors such as lidar will be needed and Harper thinks the first production applications of full autonomy will be "short-range missions", like fully autonomous valet parking and autonomous driving in dedicated lanes of motorways. The number of zones will grow as the infrastructure is developed to accept autonomous vehicles, but eventually, says Harper, "restrictions will drop off one by one until we get to full autonomy. No one knows exactly when that will be, but the journey will start by 2025."

So by 2040, will cars be completely self-driving or will the driver still have a choice? Harper says: "We believe cars are there to be driven, but there are lots of situations where we might choose autonomy, from summoning a car to you, to taking over on a boring journey and increasing your productivity."

Special training won't be needed to use

'No one knows when we will get to full autonomy on our roads, but the journey will start by 2025'

an autonomous car, in Harper's view. "If someone needs training to use an autonomous feature," he explains, "then you've got the autonomous feature wrong. It should do what you expect it to do." It should not be a big step for a driver to submit to the car taking control, either. "One of the things the car can do is assess the 'threat' level and decide whether it's safe to go into autonomous mode or not."

The three-year, £19.2 million UK-Autodrive is just one project, of which Jaguar Land Rover is a member, designed to test these theories before fully autonomous cars appear on the roads. **JC**

What will car interiors look like?

We've already got digital instrument clusters and digital infotainment screens, but melding the two together to create one, unblemished surface is seen as the next step in creating the next-generation car interior.

BMW has already previewed its own future cabin, which includes a large screen running



This is Mercedes' take on how car cabins might evolve



almost the full width of the cabin. The system is fully prepared for autonomous driving, allowing drivers to take video phone calls when the car is in self-driving mode and showcasing content from the firm's Open Mobility Cloud when the driver enters the car.

The next step is to allow drivers to personalise the cabin, choosing themes for the dashboard and even downloading different dial styles for the instrument cluster.

Early versions of this personalisation are already available, with Mercedes-Benz pre-loading the new E-Class with three themes that change the look and content of the instrument cluster and infotainment system.

In the more immediate future, expect far more cars to come with digitised instrument panels. As Audi has shown, the technology can be quickly adopted into new vehicles and in time will become cheaper to fit than standard analogue dials. **DM**

Won't these high-tech interiors distract me?

Haptic feedback isn't new technology in itself – it already features in cars such as the Lexus NX – but it's all designed to help keep drivers' eyes on the road, rather than on the infotainment display.

Bosch is taking the system to the next level. Its take on haptic feedback is capable of replicating

Pressing a touchscreen could become old-fashioned. Gesture control is the next step



You'll be able to operate features with hand gestures

the feeling of real buttons on a flat surface, and drivers 'push' down on the surface to activate various functions. The system can recognise the amount of pressure applied to the surface, resulting in different functions. A light touch might open a help menu, for example, whereas a more firm touch would activate the e-call system.

Even pressing a touchscreen could become

old-fashioned. The next step in infotainment systems will be gesture control. Your movements will be tracked by internal cameras, so the car knows who is asking for the volume or temperature to be turned up, and where. Beyond that, the technology also allows cars to recognise when drivers are approaching and open the door automatically for them. **DM**

Full-width screen will allow video calling in autonomous BMWs



Weight saving could result in cabins like Toyota's FT Bh



New E-Class previews a trend for personalised displays

Toyota's new system makes it easier to do personalised specs



Toyota's new production line sits directly on the floor and is clipped together in sections

How will cars be made in the future?

We'll certainly still have production lines and component deliveries will still be made to the line-side 'just in time' by component makers, whose factories are situated close by. However, there are two things that car makers would like to be able to achieve on conventional production lines that haven't yet been cracked.

One is the ability to build cars with individual

specifications much more quickly and efficiently, because at the moment a car specified by a private buyer can take up to 12 weeks from the showroom order to final delivery.

The other thing that manufacturers are chasing is the ability to efficiently reduce capacity during a sales downturn.

This is why Toyota's attempt to reinvent the car factory and the conventional production line looks like it could be the future for car manufacturing. As you might expect from the company that led the world in lean manufacturing



Cars like Mirai show potential of 'skateboard' chassis

If a new feature is added to a car, the production line can be extended in a matter of hours

and being clipped together in sections. This allows a line to be shortened or extended in a matter of hours. The line-side equipment that helps production line workers pick up and mount heavy sub-assemblies, such as dashboards and seats, has been re-engineered by the company's own engineers.

This equipment will be lighter, simpler and moveable, rather than fixed in position.

The upshot is that if Toyota decides to add a new feature to a vehicle, the production line can be extended and a new work station added in a matter of hours.

Moreover, Toyota's reinvention of the production line will also allow individually specified cars to be built as part of production runs. For example, Toyota engineers have designed a radically down-sized plastic slush moulding machine, so if a customer orders the more expensive dashboard finish, it can be created line-side in seconds. There's even a line-side sewing machine that can be used to create a stitched finish for the dashboard moulding. Only the body welding remains highly automated in the new-age Toyota factory.

In tough times, Toyota can shorten or even mothball this new production line and the line-side equipment, potentially completely clearing a whole production hall, which can then be shut down.

Toyota's new production system will be phased in with each new factory that it builds, so the company should have switched to the new system by 2035 or so.

However, there is one other future scenario for car production. If vehicles powered primarily by electric motors become the norm, car makers could be reduced to operations that just produce bespoke upper bodies and interiors.

That's because electric motors and battery packs would become commodity items (like computer chips) bought in from outside suppliers. 'Skateboard' chassis that simply

vary in length and width, as used by Tesla, could also be sourced externally.

Such a future would necessarily simplify conventional car factories as the running gear becomes generic and the car makers put more effort into vehicle design and anything that makes a brand more distinctive. **HH**

What will my car be made of?

Twenty-five years on from the first serious use of carbonfibre in a mainstream production car with the 'Carbon Core' of the 2015 BMW 7 Series, cars will be constructed using a wider variety of lightweight materials than today. Even engines and gearboxes could be partially made from plastic in 2040, giving substantial weight savings.

Transmission specialist Drive Systems Design is working on transmission casings, gears and synchronisers made from polymers. "The most highly stressed areas of gears could be given a spray-on metal coating and the less stressed areas made from high-performance plastics," says managing director Mark Findlay. Plastic components not only weigh less but also absorb vibration and noise.

Solvay, a manufacturer of high-performance polymers, is the leading sponsor of a project called

Polimotor 2. "We want to make a fibre-reinforced polymer composite internal combustion engine to demonstrate the potential for lightweighting using plastics," says Solvay global marketing manager Mark Wright.

Polimotor 2 is the brainchild of Florida-based engineer Matti Holtzberg, who developed and raced his first plastic engine, Polymotor 1, in the 1980s. Polimotor 2 is largely constructed from polymer and composite materials (including the block), with steel and alloy used for key components such as the crank, flywheel, cylinders and combustion chambers.

Lightweight steel, aluminium, carbonfibre, plastics and some bio-materials such as flax are likely to form the main structure of cars in 2040. If the carbonfibre industry is successful in its aims, the price of carbonfibre as a raw material could be more than 80% lower than it is today. **JC**

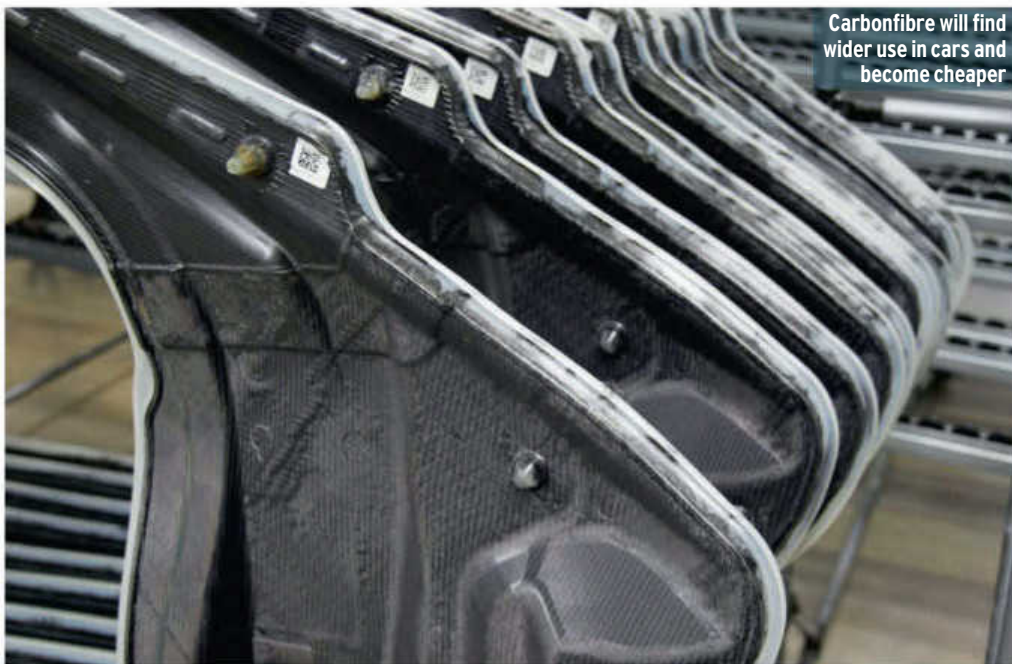
Even engines and gearboxes could be partially made from plastic in 2040, giving big weight savings

Carbonfibre will find wider use in cars and become cheaper

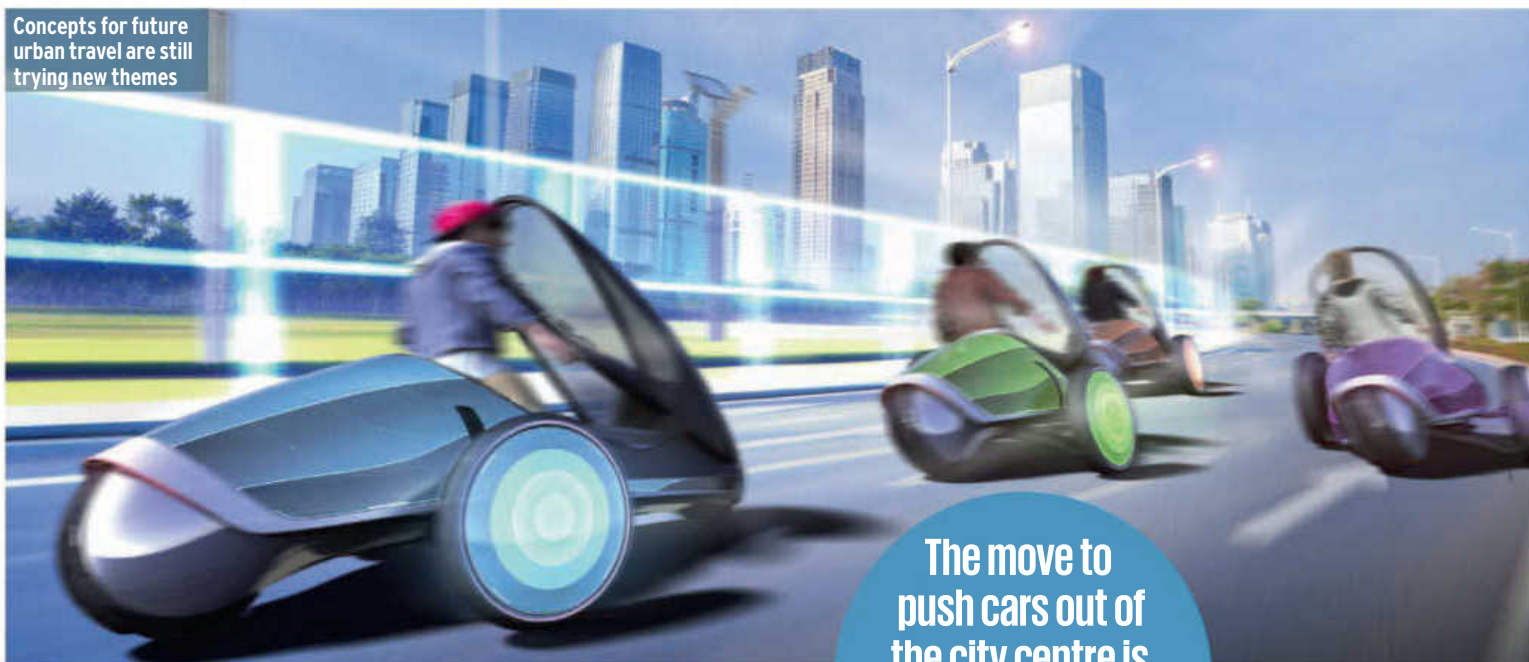
in the 1980s and 1990s, Toyota has gone right back to basics. After Toyota's sales were badly hit by both the 2009 global financial crash and the great Japan earthquake in 2011, the company froze investments in new factories and decided to rethink the conventional production line. The result is a new way of building factories and installing line-side equipment.

Firstly, Toyota no longer uses overhead production lines. This allows the new factory building to be simpler and less expensive to build, light and heat.

Secondly, the production line is built like a model railway track, sitting directly on the factory floor



Concepts for future urban travel are still trying new themes



The move to push cars out of the city centre is exemplified by what's happened in London

Will connected cities 'design out' the car?

The phrase 'connected city' has become a favourite of governments and urban planners in recent times. The idea is a simple one: using the internet and interconnection to make big cities operate more efficiently. That could mean simple things like street lighting that shuts down until movement is detected or providing by-the-second information on public transport.

The idea of a city based on the internet and big data is much more easily realised when the city is built from scratch. The biggest project in the UK is called 'Old Oak and Park Royal', a big ex-industrial area in the Willesden area of north-west London.

But it's projects such as this that make car makers nervous. Building a new connected city from scratch could result in private vehicles being completely 'designed out' and prevented from driving through these new urban areas.

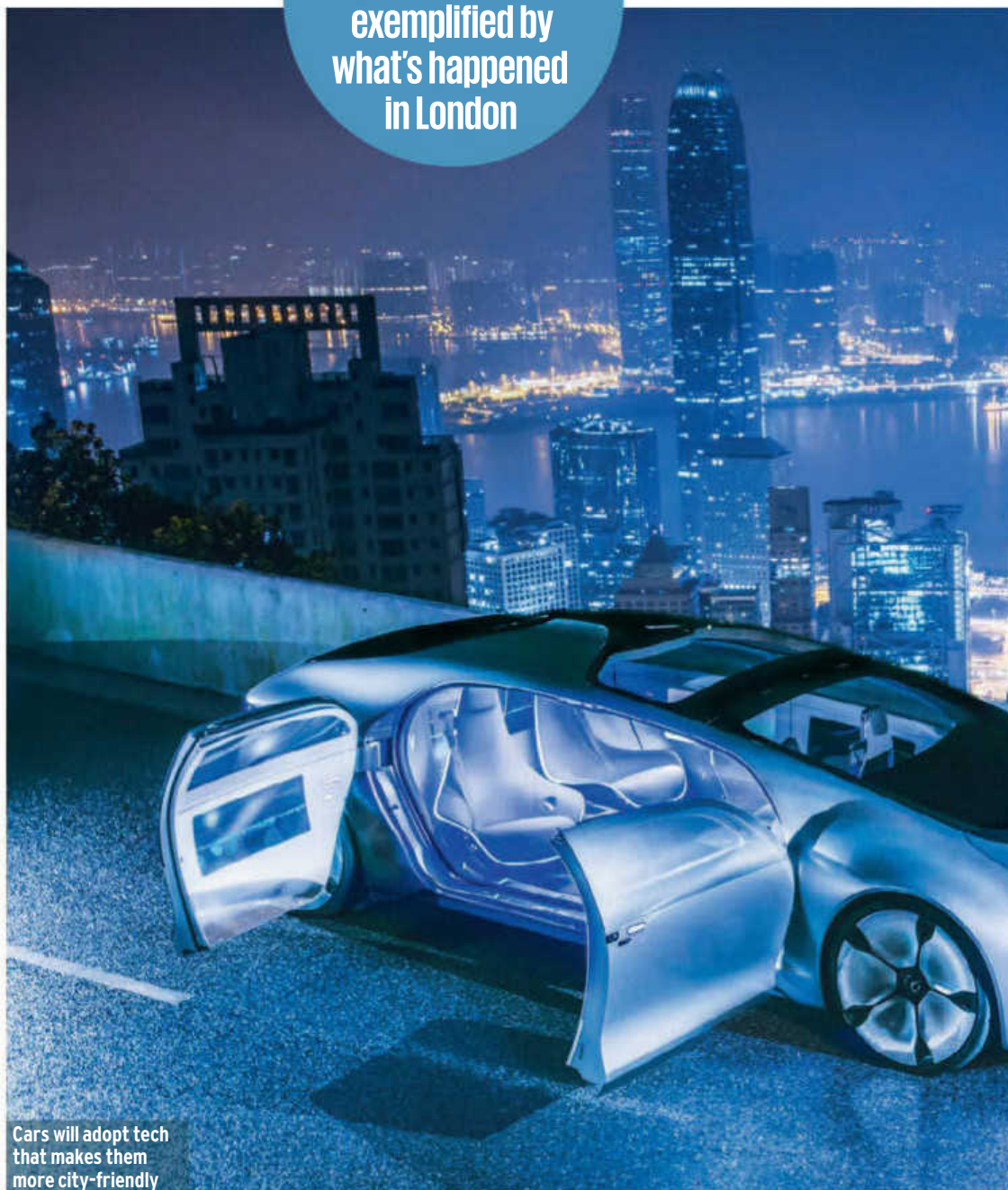
Audi boss Rupert Stadler brought up this subject with Autocar late last year. He said potential Audi owners were even starting to find it difficult to find parking spaces in city centres.

The move to push private cars out of the city centre is exemplified by what has happened in central London over the past 16 years. Since the creation of Transport for London, the capital has seen road space removal, junction blocking and a significant reduction in on-street parking places that have, in turn, been handed over to car share schemes and a bicycle rental programme. Indeed, a huge scheme to take away significant road space on the capital's main east-west artery for a major dedicated bicycle lane is currently being completed.

On top of that, air pollution from diesel vehicles is now a major political issue in many European capitals, with threats in Paris to eventually ban diesel power altogether. London has already said it will require all taxis and private hire vehicles to be zero-emissions capable later this decade.

The car of the future – if it wants access to the city centres of the future – will have to have virtually no environmental impact locally, possess the ability to avoid accidents and generally make moderate and gentle progress through built-up areas. Nearly all cars will adopt petrol-electric hybrid transmissions with back-up batteries big enough to allow a city centre to be crossed in zero-emissions mode.

These cars will also have automatic braking,



Cars will adopt tech that makes them more city-friendly



More fast chargers and longer ranges will make EVs viable

pedestrian and cyclist-detecting cameras and even more sophisticated anti-collision technology. Sat-nav systems will be updated by the second with information collected by other vehicles.

For example, Hyundai's flagship Genesis G90 has a home-market sat-nav that warns the driver of speed bumps (very useful at night), local speed limits and even the presence of local schools. It also uses aggregated traffic accident information to warn the driver when he is entering a section of road with a higher-than-average history of accidents. Localised weather reports for different areas of the capital, Seoul, are even on offer. Such information – automatically generated by future vehicles as they drive around – is sent to the cloud and then downloaded to the sat-nav system. Future cars will also be able to connect with traffic lights so the car's hybrid transmission can calculate whether it is more fuel efficient to shut off the engine and coast to a set of lights that are about to change to red.

More will be needed, though, to safeguard the car's presence in the cities of the future. Audi is so concerned about the provision of parking that it is sponsoring a project in Boston, the US, that involves the building of compact underground car parks into which autonomous vehicles (remote parking is already a live technology) can self-park.

The car of the future will be heavily influenced by technology that makes it much more friendly to the cities of the future, but we might not have to wait so long for such cars to become mainstream. New models launched in 2020 are likely to be already packed with the technology outlined here. Car makers have to get ahead of social trends and city policy makers. These near-term models will be future-proofed for decades to come. **HH**

How will I charge my EV in 25 years' time?

Electric vehicles and plug-in hybrids will become easier to use thanks to the availability of wireless charging. Instead of plugging in, simply parking the car over a pad will charge the battery. Wireless charging works by "magnetic resonance", explains Qualcomm's Chris Borroni-Bird. "We can operate with gaps up to eight inches. You can think of it in the same way as an opera singer shattering a glass with the voice." A coil in the charging pad generates an alternating magnetic field in a similar coil mounted underneath the car to generate electricity by electromagnetic induction.

Qualcomm is also developing 'dynamic' wireless charging systems with pads installed at intervals below the road surface to charge as you drive. In 2015, Highways England kicked off an 18-month project to test "dynamic wire transfer technologies" off road. Some experts suggest the cost of installing charge-as-you-drive equipment could be ruled out as a 2040 vision, especially if long-range batteries and hydrogen fuel cell technology take off. **JC**



Recharging batteries will be easier with wireless tech





LAGONDA, NOT

Aston Martin has revived its dormant Lagonda brand to lure the ultra-rich, and the first



FORGOTTEN

evidence is this: the limited-run, £685,000 Taraf. **Mike Duff** drives it





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DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

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M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
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997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
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MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/SPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
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BENTLEY SUPERSPORT » 720+ BHP

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You don't have to go too far back into Aston Martin's tortuous corporate history to find a time when Lagonda saved it. Indeed, it's the car that most people will associate with the name, the wedgy 1970s Aston Lagonda saloon, that can take the credit.

This was a car famed for both its opinion-splitting design and the unreliability of its electronic systems, but one that also found a steady seam of buyers in an era when Aston was struggling to interest people in its increasingly outdated sports cars. Only 650 Lagondas were produced in 13 years, but they brought in much-needed revenue during a time when the company's annual production never broke out of three figures, and sometimes dropped into two. Without it, there's a very good chance Aston wouldn't have survived for long enough to reach its modern renaissance.

Yet here's a Lagonda that's certain to be even rarer than its doorstep-profiled predecessor. The Taraf is the first of what, in time, is likely to become a range of Lagonda saloons, and also one of the most exclusive cars on the planet.

Aston has already said it won't make more than 200 Tarafs, but with fewer than 50 produced so far and production at Gaydon having to stop before the end of the year, company insiders reckon the final total will be closer to 150. Sales were initially limited to customers in the Middle East, but Aston has since opened ordering to other markets, including the UK, with both left and right-hand-drive versions available. If you've got £685,000, you can have one. Form an orderly queue.

Without context, that price looks ridiculous. For the same money, you could have a Rolls-Royce Phantom and a Bentley Mulsanne, plus a fully loaded Range Rover SVAutobiography on the side. But that's not how this part of the market works. Anyone seriously considering a Lagonda is going to be in the fortunate financial position of being able to scratch any automotive itch they've ever had, so their Taraf will be joining a car collection that puts Park Lane showrooms to shame. What these ultra-wealthy customers value above practically anything else is exclusivity, the knowledge that – however rarefied the circles in which you move – you're never going to have to park your Taraf next to another one.

£10.4 million for the pair, sir

It's not easy to win attention with an Aston Martin in Newport Pagnell. The company stopped producing cars here in 2002 when it moved engineering and production to Gaydon, but this corner of Buckinghamshire is still continually exposed to the company's products. Aston's Works division and flagship dealership are still here, this week's star attraction a lightly used One:77 priced at £2 million. Things get even more expensive in the smaller heritage showroom next door, with an original 1953 DB3S racer once driven by Sir Stirling Moss offered for £8,400,000. Yet as the Taraf draws up outside, I'm suddenly finding it very hard to look at anything else.

It radiates presence, and not just because it's nearly a foot longer than a long-wheelbase Mercedes-Benz S-Class. Despite the numberplates and a shade of metallic gold paintwork that's more attuned to Dubai summers than Midlands rain, it still has the otherworldly swagger of a concept car, the muscular lines and swept-back styling making it look like it was designed for a futuristic movie, the car that the bad guy's boss would be driven in.

When the first images of the Taraf were shown, Aston deliberately didn't tell us anything about it. We had to wait months to even discover its name,



The Taraf draws heavily on the Rapide S, as evidenced by the shared dashboard, front door trims and control layout



Comfortable rear has a fridge but few top-end features



Newport Pagnell remains home to Aston Martin Works

let alone any details of its mechanical package. In large part, this was the sort of salesmanship necessary to flog ultra-exclusive products to the ultra-wealthy, people who want to get in on something before anyone else does. But it was also because, beyond the show-stopping styling, there isn't really a huge amount to tell. Describing the Taraf as an XL version of the existing Rapide S saloon is a gross oversimplification that trivialises the huge amount of design and engineering that's gone into it. But – whisper it – it also expresses the fundamental truth. The Taraf sits on a stretched version of the same aluminium architecture and is powered by a development of Aston's familiar naturally aspirated V12, which drives the back axle via a rear-mounted eight-speed automatic gearbox.

Climb in to the driver's seat – which will be relatively few buyers' first impression of the car – and the similarities are more obvious. The Taraf shares the Rapide's dashboard, control layout and even front door trims. The steering wheel creates

the first double take as you realise the badge embossed in it is green and a slightly different shape from usual, bearing the legend 'Lagonda'. (There is no Aston Martin badging anywhere on the car.) As with the Rapide S, the seating position feels low and coupé-like, an impression reinforced by closing the door and realising how high the glass line is. The substantial B-pillar sits right next to my shoulder, although I'm probably a fair bit larger than the typical Middle Eastern chauffeur. I also notice a warning on the right-hand mirror in Arabic, presumably a version of the usual 'objects may be closer than they appear' disclaimer.

The back is a very different experience. Some Taraf owners will pilot themselves at least some of the time, but many never will, and that fact is tacitly acknowledged in how much more effort has been expended back here. The engineering team have done an impressive job of carving space out of what remains fundamentally a sports car architecture, and it's a completely different car from the tight-fitting Rapide S. The Lagonda loses the Aston's chunky centre console, although there's still a substantial bump over the transmission tunnel, and now also a proper view out of the windows. The wheelbase is 200mm longer than the Rapide's, and pretty much all of that has gone into extra leg room. The rear seats are comfortable but don't recline and the Taraf feels short of toys compared with its obvious rivals. There's a fridge in the boot (accessed between the rear seats) and basic climate control, but no turn-and-click controllers or in-built rear screens (an iPad-based system is an option.) This is a car for people important enough not to have to push buttons.

Time to fire up the V12

The Lagonda still sits on steel springs with switchable dampers charged with combining →

The seating position feels low and coupé-like and the glass line is high



The Taraf is nearly 5.4 metres long, and despite all of its body panels being carbonfibre, it weighs almost two tonnes



Your chauffeur will enjoy a cosy working environment



Bang & Olufsen are on hand, should you tire of the V12

◀ both comfort and response, a notable contrast to the pillowy air suspension of all its obvious rivals. The engine has a quiet start function, purring into life without the exuberant blip that Astons deliver when they first fire up. The throttle has also been retuned to deliver a far more leisurely initial response, with the Taraf pulling away cleanly and trundling along happily at a gentle motorcade speed.

But the fundamental Aston character isn't buried particularly deeply. As always, the V12 engine gives its best when worked hard, pulling with increasing vigour and a gorgeous yawling soundtrack at higher revs. The gearbox also seems to be happier in its manual mode than when left to its own devices, with changes ordered by the shift paddles executed quickly and cleanly. The hydraulically assisted steering feels light, but increased chassis loadings deliver proper feedback, and the Lagonda feels far smaller on the road than its dimensions suggest it should. It's soon being hustled along at speeds that would produce some complaints from any rear-seat passengers, with the Taraf showing every sign of enjoying this unlikely back-road workout, especially with the chassis and throttle pedal firmed up in Sport mode.

What's in short supply is much in the way of waft. There's noticeably more road and wind noise than in its main rivals, and although the springs and dampers do a good job of dealing with rougher surfaces at speed – and the longer wheelbase definitely helps to smooth things out more than the Rapide does – the Taraf doesn't deliver the magic carpet experience that normally comes as standard in this segment. The brakes lack the strong initial bite of Aston's sportier models, but there's plenty of stopping power and retardation is easily modulated. It still feels like a sports car

at heart, one that's doing a decent impression of a limousine. Which, to be fair, it pretty much is.

A taste of things to come

Lagonda, established in 1906, has a longer history than Aston Martin. It merged with Aston after World War 2 and, for long periods since, has in effect been dormant, its existence evident in nothing more than the 'Aston Martin Lagonda' chassis plates that all of the company's cars wear.

But new CEO Andy Palmer is determined to bring the brand back properly, saying he wants to create a range of Lagonda products that will cover a far larger chunk of the market than the Taraf alone does. For now, this is just a fascinating bit of toe-dipping into the most rarefied part of the automotive world and is likely to be one of the most exclusive cars I'll ever drive. Although it's not perfect by any means, it's overflowing with character and potentially the start of something far bigger. Here's to that future. **A**

**The basic
Aston Martin
character
isn't buried
particularly
deeply**

SPECIFICATIONS

Lagonda Taraf

Price £685,000

Engine V12, 5935cc, petrol

Power 540bhp at 6650rpm

Torque 465lb ft at 5500rpm

Gearbox 8-spd automatic

Kerb weight 1990kg

0-60mph 4.4sec

Top speed 195mph-plus





HAIL, NO PAGE

The slow, low-tech Padmini taxi is an icon on the chaotic streets of Mumbai, India, but not for much longer. **Doug Revolta** steels himself for a test drive

PHOTOGRAPHY PAUL DEWARS

"So, do the indicators work?" I ask, after squeezing in behind the sizeable steering wheel of the dilapidated Premier Padmini taxi. But I think I already know the answer.

Sure enough, no, they don't, I'm told by the taxi's owner, Bhosad Pappu, who is sitting in the back looking on, tense. When I ask if the car has any other faults worth mentioning, his diagnosis doesn't fill me with confidence.

"Suspension, brakes, tyres, gearstick, gearbox, engine. I don't know what's wrong exactly, but it definitely needs a service," he says, translated – with a concerned look – via my colleague, Rahul Kakar, who is sitting next to him.

Some taxis are as famous as the

landmarks in the cities they serve, and this is true of the Padmini. It's an icon on the roads of the Indian metropolis of Mumbai.

Based on the Fiat 1100, the Indian-made, 40bhp 1.0-litre Padmini was created in a tie-up with the Italian manufacturer and took the market by storm in 1964, benefiting from an Indian economic policy that prioritised domestic manufacturing.

It immediately became the default choice for cabbies across the city. Economical, durable, spacious and cheap to repair, the Padmini ticked all the boxes. But today, as I can see first-hand, it is sorely lacking in every department, and the iconic saloon is soon to be banished to the scrap yard.

Amazingly, the Padmini was produced until 2000, when

production ceased. Then in 2013 the government banned taxis more than 20 years old in a bid to reduce vehicle emissions, which spelled the end for the remaining examples.

Right up to the 1990s, the majority of the 60,000 taxis on the road bore the Indian Premier badge. Today there are around 30,000 black and yellow taxis swarming around the city, ferrying some of the 12 million inhabitants to and fro, but fewer than 5000 are Padminis. And I'm about to drive one of them, thanks to one generous – and brave – man.

Pappu, 52, has been plying his trade as a taxi driver in Mumbai since 1986, battling with the city's brutal traffic 12 hours a day for a meagre salary of Rs 10,000 (£100) per month.

He bought this Padmini new for Rs

2 lakh (£2000) 16 years ago, and time hasn't been kind to it. It may have been spacious inside by 1960s Indian saloon standards, but it's extremely cramped. There's stingy leg and head room and visibility is pretty shocking. I have to hunch my back to see anything in the immovable rear-view mirror. The one door mirror – folded in, facing the inside of the car – isn't much help, either, but Pappu doesn't want to risk getting it knocked off by using it.

Instead of questioning his logic, I examine the upholstery, which looks like it's made from a 1970s hippie carpet. In fact, it's quite understated considering the pimped cabins most taxis here have. The meter is ticking, though, so once the engine splutters into life, I gingerly join the traffic.



"South of the river at this time of night? Not a chance." Doug gets into character



Padmini trades refinement and luxury for a near-bombproof ruggedness and charm



Napkin provides gear selection advice



CNG conversion boosts eco credentials

Pappu doesn't want to risk getting the door mirror knocked off by using it



It doesn't go very well, it hardly stops and you can't see out. You'd look scared, too

While my feet get used to the mangled pedals, I wonder if the wheels have been aligned in the past decade, because there's 30deg of steering wheel play either side of centre. Continual adjustments are required and it's a struggle to go straight as Kakar directs me through the back roads of Mumbai, avoiding any built-up areas, for all our sakes.

It's obvious that I'm struggling, and I can sense Pappu's unease, so I offer him the only Hindi I know to soften the atmosphere: "Tum bahut khoobsurat ho" ("you are very pretty"), I say. He doesn't laugh.

That's all the chit-chat I can muster, because it takes some concentration not to swerve into any of the mopeds and cars trying to overtake and undertake me in my many blind spots. Luckily, the horn works.

The decrepit gearbox often crunches in second – perhaps the sign of a disintegrated synchromesh – with each shift requiring some extra welly, and the bouncy suspension sends us crashing over even the smallest imperfections.

I notice the speedometer needle wobbling uncontrollably ("That stopped working a year ago," says Pappu), but I'm not worried, because there's no danger of me breaking any speed limits. Just for the record, Autocar India's road test of a Padmini clocked a 0-60km/h time of 25.23sec. More concerning, though, were the brake test results, which showed that it took 13.92m to come to a standstill from 40km/h. After trying the brakes as we approach a junction, I don't doubt those figures for an instant.

As unresponsive as the brakes are, the engine isn't any better. Pappu's Padmini, like most others, has had a compressed natural gas conversion for the sake of fuel economy – but it hasn't exactly improved performance. Progress is glacial and there's a noticeable delay between pressing the accelerator and the engine howling into action.

To summarise, then, it's slow, uncomfortable and very dangerous, but its charm is undeniable.

After completing our improvised test route, I pull over, relieved, and get out to look at the sad, rusting exterior, with its broken door handles and flashes of decoration. Checking the tyres, I see a slight suggestion of tread on most, but the offside rear is basically a slick.

Mumbai's Padminis are all in a sorry state, and Pappu isn't too upset about the prospect of getting a new car. "There's no point continuing with the Padmini, as much as I love mine," he says. "It's old and there are other cars that are better."

From a romantic, nostalgia-driven point of view, it's a great shame that the stoic, Indian-built Fiat is heading towards extinction in Mumbai. From every other point of view imaginable, it's for the best. **A**

WHEN OTHERS CAN'T, SUBARU CAN

DRIVING IN WINTER WEATHER PRESENTS A RANGE OF TOUGH CHALLENGES. SUBARU'S ROBUST AND DURABLE CARS MAINTAIN TRACTION WHERE OTHERS FALTER

Over the past 40 years, Subaru has built 14 million Symmetrical AWD vehicles. That's more than any other manufacturer. In the process, it's also built a global reputation for quality, strength, performance, and get-you-there ability.

Discerning UK drivers have been happy to stump up for the supreme level of ability delivered by an AWD Subaru. After all, when it comes to looking after your family, 'saving money' should not be one of the tickboxes. The reassurance that flows from Subaru's experience and talent never came cheap.

Except that, these days, it does. The entry price for an AWD Subaru is now just £17,495.

Have a look around to see what else you can get for that price. You might be disagreeably surprised.

Whatever it is that you manage to come up with, chances are that the phrase 'supreme ability' won't come up anywhere in its marketing blurb.

**Supreme ability
from £17,495**
Visit subaru.co.uk
to discover more



PERMANENT, SYMMETRICAL ALL-WHEEL DRIVE

Many mainstream 4WD systems are actually 2WD with 'on demand' 4WD, which only kicks in when a traction-loss event has already happened. Every Subaru has permanent All-Wheel Drive – which means that traction is less likely to be lost in the first place.



IMPREZA

Symmetrical All-Wheel Drive as standard. Characterful Boxer Engine. Five doors and five seats. Brilliantly high handling and winter talents at great value. Yours from just £17,495.



XV

A go-anywhere crossover with the lowest centre of gravity and one of the highest ground clearances in its class – equally handy on school runs or safaris.



GRIP WHERE YOU NEED IT

By constantly sending the right amount of power directly to all four wheels, Subaru's Symmetrical All-Wheel Drive with Vehicle Dynamics Control gives each tyre optimum purchase on any road and in any weather.



BOXER ENGINE

Ever had that slightly queasy 'top heavy' feeling in an SUV? You won't get that in a Subaru. Its engine design is quite unlike anyone else. Instead of standing up in the engine bay, the Boxer lies flat, enhancing balance, stability and turn-in on the corners. The weight is lower in the car, helping handling in all conditions (slippery or not).

ROBUSTNESS & DURABILITY

Every Subaru comes with a 5-year/100,000 mile Limited Warranty, a 12-year Anti-Corrosion Warranty for bodywork, and a 3-year Recovery and Assistance Programme. In a reliability survey* of 50,000 cars, Subaru finished 3rd best out of 38 manufacturers, based on an average mileage of 50,803 – the highest mileage figure of the top 24 marques.



FORESTER

One of the most capable SUVs, on- and off-road. New powertrain options and an interior overhaul have boosted its appeal as a distinctive über-tug and top notch towing vehicle.



OUTBACK

Want to go everywhere and do everything in style? Look at Outback. Subaru's Eyesight collision avoidance system helps it earn a 5-star Euro NCAP safety rating.

Volkswagen Touran

VW chases the discerning family buyer with a new seven-seat MPV

MODEL TESTED 2.0 TDI 150 DSG SE Family

● Price £29,515 ● Power 148bhp ● Torque 251lb ft ● 0-60mph 9.9sec ● 30-70mph in fourth 13.5sec
● Fuel economy 54.4mpg ● CO₂ emissions 125g/km ● 70-0mph 56.4m

Volkswagen isn't accustomed to coming second. Last year, in spite of Dieselgate, it remained Europe's biggest-selling car brand by a country mile. The Golf and Passat dominated their classes and the Polo was within touching distance of an overall volume lead.

If the brand has a weakness, it is with niche models – and the recently unveiled Tiguan crossover and this week's road test subject are concerted attempts to address that.

In the new Touran mid-sized MPV, VW is making a fresh assault on a market segment traditionally led on sales by Renault and Citroën with a car that uses its latest and best platform, powertrain, safety and infotainment technology. After a long, 12-year lifespan, the original



Original Touran was on sale for 12 years

Touran has been replaced by one founded on the Volkswagen Group's £50 billion MQB platform. This new Touran is longer and slightly wider than the previous model, but it is also much better packaged, according to company claims. It gets seven seats as standard in the UK – and if it didn't, the five-seat derivative would offer the biggest boot in its class.

We Brits aren't quite treated to

the full variety of the Touran engine range enjoyed by our Continental cousins, with only two petrol and three diesel powerplants on offer here. The entry-level choice is a 108bhp 1.2-litre petrol model, after which the range is fleshed out mostly by diesels of either 1.6 or 2.0 litres with outputs ranging from 108bhp to 148bhp. At the top of the range, British buyers can choose between 148bhp 1.4-litre turbo petrol and 187bhp 2.0-litre diesel power.

So, armed with the ingredients that have kept its staple models at the top of their game, can VW trump the value, flair and originality of the Citroën Picasso and Renault Scenic with the substance, distinguishing class and all-round completeness of a true Wolfsburg great?

DESIGN AND ENGINEERING



Growing by 130mm in its overall length and 113mm in the wheelbase compared with the first-generation version, the new Touran looks ready to address the thorniest issue of all as far as mid-sized seven-seaters are concerned: namely that, for all but children below the age of about 12 years, these cars aren't really seven-seaters at all.

The Touran's market sector is populated by rivals that are better →



WE LIKE Good packaging and passenger space ■ Comfort and refinement ■ VW-brand material quality



● These 16in alloy wheels are standard fit on mid-spec cars, with 17s and 18s both optional. Tyres are Michelin EnergySavers.



● Touran is the first car in its class to offer adaptive full-LED headlights, says VW. However, these are the standard halogen reflector units.



● SE Family gives you a panoramic sunroof as standard – most of which you'll obscure with your roof box when you take the family on holiday.



● Pronounced full-length styling crease takes visual bulk out of the bodyside. It almost makes it look like the rear door could be a sliding one, which it isn't.



WE DON'T LIKE Still quite bland to look at ■ Moderately high pricing ■ CO₂ emissions could be lower



● In years gone by, the VW badge on the rear would have doubled as the boot release. It still does on a Golf but not here, where the release button is recessed further down the panel.



● Rear end has several visual features intended to emphasise its width. This strange extension of the loading lip isn't one of the more successful.



● Roof spoiler is just large enough, you suspect, to make a contribution to a usefully low drag coefficient of 0.30. You wouldn't want it bigger.



● Bracket-shaped D-pillar is becoming a VW design trope, also appearing on the Polo, Passat and new Tiguan. It's pleasant enough and doesn't impede rearward vision.



● Chromed finish on minor switchgear helps conjure an impression of material quality. It isn't included on entry-level S-trim cars, though.



● Secondary glovebox is exactly that if you opt for a lower-end infotainment system. Otherwise, behind here are the CD player and SD card inputs.



● Adaptive cruise control is one of the more impressive perks that come as standard with SE Family specification.



MULTIMEDIA SYSTEM

The new Touran's range of infotainment systems is particularly diverse and impressive. Entry-level models receive a Composition Media 6.5in colour touchscreen system, but SE Family versions, like our test car, get an upgrade to Volkswagen's Discover Media navigation system as standard.

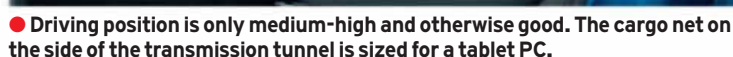
All of the systems are powered by Volkswagen's second-generation MIB infotainment hardware and the one in our test car certainly seemed responsive. The Discover Media system comes with MirrorLink compatibility for a

wired connection to your Apple or Android smartphone and also offers a Guide & Inform app that uses your data connection to feed you live traffic information, parking space availability in nearby multi-storeys and even local fuel prices. The Media Control app also allows passengers in the back to have full control over the entertainment functions of the car via a tablet PC connected via wi-fi.

Volkswagen's Discover Pro infotainment system expands the central touchscreen to 8.0in and includes a DVD drive and 64GB of hard disk storage.

Although it's longer and wider than its predecessor, the new Touran is 62kg lighter at the kerb when averaged out model for model. It's a conventional five-door with a large, upright hatchback rear end, and there are no funny sliding or rear-hinged back doors to report on,

Our test car did without DCC. Powered by VW's mid-range 148bhp 2.0-litre diesel engine, it did have a dual-clutch automatic transmission fitted in place of the standard six-speed manual gearbox. Don't expect this DSG to be a hugely popular transmission, though. The less torquey engines in the Touran range get an optional seven-speed DSG gearbox (with dry clutches) that is efficient enough to reduce CO₂ emissions compared with the equivalent manual-equipped model. However, the more powerful diesels make do with this older wet-clutch six-speed DSG, which only makes the 148bhp version less tax-efficient. That's a particular shame because, whereas some of its rivals emit less than 100g/km of CO₂, the best that the Touran can muster is 111g/km. →



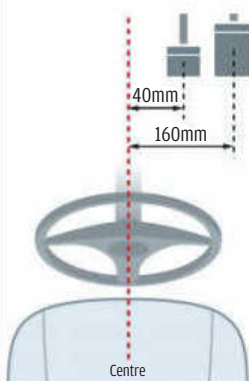
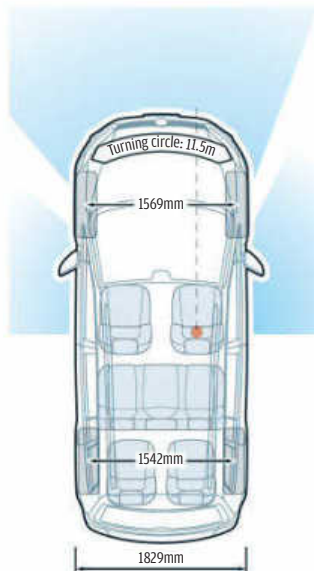
Side profile of a car with dimensions and capacity:

- Overall height: 1659mm
- Front wheelbase: 858mm
- Front overhang: 878mm
- Wheelbase: 2791mm
- Overall length: 4527mm
- Kerb weight: 1666kg
- Interior dimensions:
 - Front seat height: 1080mm max
 - Front seat depth: 900mm max
 - Front seat width: 500-600mm
 - Rear seat height: 920mm
 - Rear seat depth: 580-750mm
 - Rear seat width: 880mm
- Trunk capacity: 743-1980 litres

Plenty of glazed area and a fine view out in most directions, although wide B-pillars create a large blind spot.

Common-or-garden standard-fit halogens are decent but a bit meek on full beam by modern standards.

Two-pedal arrangement leaves the brake positioned marginally in favour of your right foot, but the pedal is wide enough for you to reach it with your left if you choose. Column could do with a touch more reach.



INTERIOR

★★★★★

To occupant space first. VW claims that the new Touran has 40mm more leg room in row two and 54mm more in row three than the old one, as well as greater head room in both rows. The second-row chairs also now slide fore and aft by 200mm. So where does that leave it?

Set the front seat for one metre of typical driver leg room, as we always do, and the cabin measures up well. Those individually sliding second-row seats allow for up to 720mm of second-row leg room – more than a Ford S-Max, equal with a Citroën Grand C4 Picasso and narrowly beaten by a Vauxhall Zafira Tourer. Plenty, in other words.

What that leaves for the third row is less plentiful, but there is more leg room in the Touran's case than in any of its aforementioned rivals.

And although head room is generous enough for larger adults in row two, it's still respectable in row three – bettered only by the Ford, and then by only a solitary centimetre. You still wouldn't ask a grown adult to travel in the Touran's third row for very long, but you can seat one back there fairly comfortably when you need to – provided you don't pick your lankiest passenger. The middle-row seat tilts and slides forward to make a tough access route just about tolerable.

In seven-seat mode, the Touran has a smidgen more loading length in its boot than any of its rivals. Add to that a very spacious front row with plenty of oddment storage, Isofix child seat anchorages on all five rear chairs and seating that folds down completely flat right through to the front passenger seat when carrying long loads and the picture's complete: this is one of the most practical cars in its class and probably the most convincing attempt yet at downsizing a true seven-seater.

The Touran's front seats are a good size and comfortable over long distances. Although you sit about four inches higher in this car than you might in a family hatchback, a fairly upright steering wheel and a moderately reclined seating position mitigate the sense of meerkat-like vulnerability. The instruments are conventional analogue ones sited right in front of you, and they're easily read at a glance. Meanwhile, the cabin materials look and feel at once pleasant and robust – like they'll withstand family life manfully and won't show much wear.

For the little ones riding out back, VW offers standard, allergen-filtered three-zone climate control and side window blinds on mid-range cars, a 12-volt power socket of their very own and tablet computer holder accessories that can be slipped onto the back of the front headrests – just the job for hours of grumble-free family motoring.

PERFORMANCE

★★★★★

Despite running on fairly skinny 16in wheels and efficiency-biased tyres, the Touran battled doggedly with slippery conditions on the day of our test and just about dipped under the 10.0sec barrier both from standing to 60mph and from 30-70mph. In both cases, it beat the markers set by the equivalent S-Max last year and just about did enough to carry its bulk as keenly as plenty of smaller hatchbacks or saloons might have.

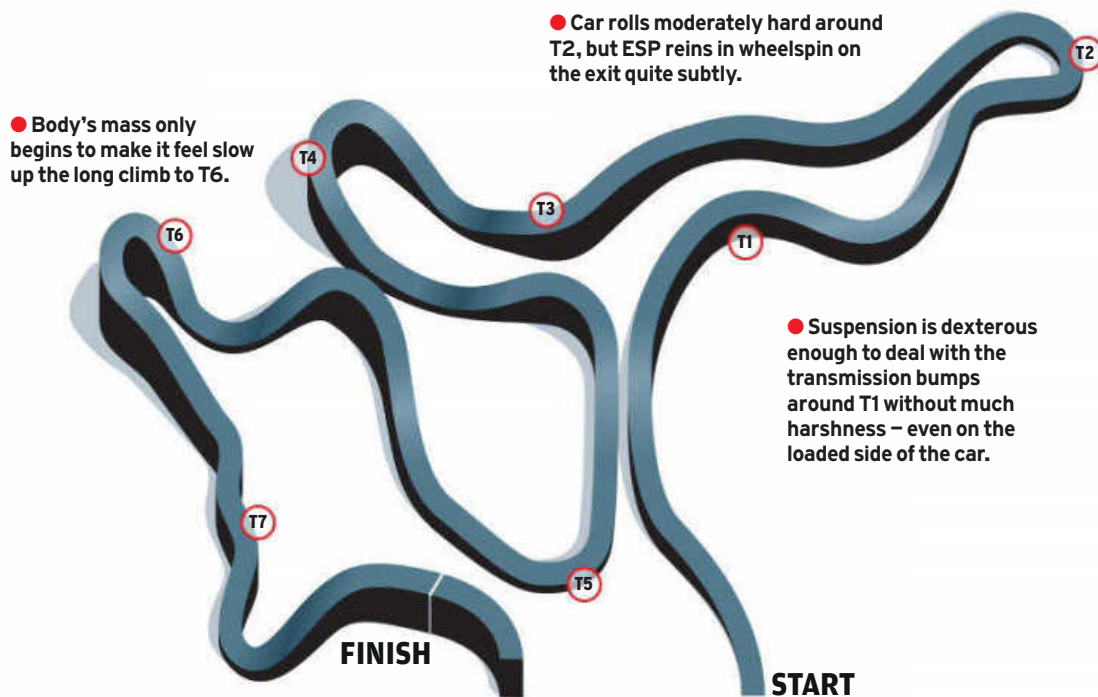
A quick-shifting DSG gearbox with well-chosen ratios combines well with an engine that has plenty of mid-range torque, so the car feels slick and flexible to drive. Mechanical refinement is very good and protection from wind and road noise likewise, making for a 3dB advantage for the Touran on cruising refinement compared with the S-Max

TRACK NOTES

You can lean quite hard on the Touran's outer contact patches when the need arises and ask quite a lot of its dampers and anti-roll bars before it'll begin to handle in the way that you'd expect a big MPV might under duress.

The consistency and precision of the steering remains intact even during fairly hard cornering and the chassis, although stable, is balanced enough to begin understeering gradually.

The ESP is always on (although the anti-slip control for the driving wheels can be switched off) but it's fairly subtle and unobtrusive most of the time.



ACCELERATION

Volkswagen Touran 2.0 TDI 150 DSG SE Family (9deg C, damp)

Standing quarter mile 17.6sec at 81.3mph, standing km 32.0sec at 103.2mph, 30-70mph 9.7sec, 30-70mph in fourth 13.5sec



Ford S-Max 2.0 TDCI 150 Titanium (22deg C, dry)

Standing quarter mile 17.8sec at 78.5mph, standing km 32.6sec at 100.6mph, 30-70mph 10.4sec, 30-70mph in fourth 16.2sec



BRAKING 60-0mph: 3.22sec



Touran combines a supple ride with nicely balanced handling



This is an example of MPV dynamics done by the book. The Touran is supremely dependable and easy to drive



at 50mph. The upshot is that the Touran is quiet, responsive and easy to drive in most circumstances – typically classy from VW, then.

Real-world fuel economy is another feather in the Touran's cap, despite the slightly uncompetitive claimed CO₂ emissions suggesting otherwise. Our True MPG testers recorded 54.4mpg for the car as an average, compared with only 43.6mpg for the equivalent manual-transmission S-Max and 50.1mpg for the manual Grand C4 Picasso BlueHDI 150.

In slippery conditions, braking performance left something to be desired, but only to the point where we'd recommend avoiding the 16in wheels that come as standard with mid-spec cars. Trading up to optional 17in rims would, we suspect, mitigate the shortage of grip and traction from which the car suffers and make the powertrain operate more smoothly on those rare occasions when you need to hurry the car away from a standstill – and all without adversely affecting the ride much.

RIDE AND HANDLING

★★★★★

That there hardly seems much to record in this section of the road test speaks volumes about the Touran – and about how interested VW expects its owners to be in actually driving it.

Tuning a car to be so dynamically competent and consistent that absolutely nothing it does rubs your senses up the wrong way is quite an achievement for VW – and precisely the one for which it must have been aiming. True, the car ends up feeling a bit plain and unengaging to drive as a result, but it's much more important that it's comfortable, predictable and easy to guide. And, of course, it is.

The suspension feels medium-soft – not as laid back as that of a Grand C4 Picasso but gentle enough to smother the sleeping policemen and broken urban road surfaces that you'll cross every day on the school run. It's supple at all times, too, while

also maintaining good body control on B-roads at higher speeds.

The steering is medium weighted and paced, feels fluent and gathers weight as you add lock. Body roll isn't pronounced enough to be discouraging and lateral grip is more than adequate for road driving. It's balanced finely enough up to a point but ebbs at the front axle before the car's stability is undermined.

This is an example of MPV dynamics done by the book, and done very well. As a result, the Touran is supremely dependable and easy to drive – a bit middle of the road, perhaps, but more rounded than any of its closest competitors.

BUYING AND OWNING

★★★★★

Volkswagen is charging a fairly substantial premium for the Touran compared with some of the cars it's up against. An entry-level diesel Touran costs almost £4000 more than the equivalent Picasso

and £1500 more than the Scenic. Although its CO₂ emissions aren't desperately commendable, strong residual values should make for competitive ownership costs – and decent equipment levels sweeten the deal. Bottom-rung UK cars get a Composition Media touchscreen infotainment system, DAB radio, full-length curtain airbags and a post-collision braking system as standard.

VW has augmented its usual trim levels – S, SE and SEL – with this SE Family tier, which adds a panoramic roof, three-zone air conditioning and Discover Navigation to SE trim's list of equipment.

Should you want to spend a king's ransom on your medium-sized MPV, VW gives you plenty of options from which to choose. Massaging seats are on the list, as is an auxiliary parking heater, heated outer second-row seats, active LED headlights and a trailer assist system capable of perfect automatic perpendicular reverse parking of whatever you happen to have hitched up to your swivelling tow bar. →

VOLKSWAGEN TOURAN 2.0 TDI 150 DSG SE FAMILY

On-the-road price	£29,515
Price as tested	£32,205
Value after 3yrs/36k miles	£11,775
Contract hire pcm	£362.61
Cost per mile	56.3p
Insurance/typical quote	17E/£545

EQUIPMENT CHECKLIST

Front, side, curtain and knee airbags	■
16in alloy wheels	■
Isofix anchorages on all rear seats	■
Adaptive cruise control	■
Parking sensors, front and rear	■
Electronic voice amplification for driver	■
Panoramic sunroof	■
Rear side window sunblinds	■
Discover Media navigation infotainment, 6.5in colour screen, DAB radio, 8 speakers, Bluetooth media streaming	■
Lasano cloth upholstery	■
Carpet mats	£90
Heated front windscreen	£160
Three-zone climate control	£445
Convenience Pack	£245
Tow bar, swivelling	£680
Trailer Assist (inc Park Assist)	£475
Metallic paint, Caribbean Blue	£595

Options in **bold** fitted to test car
■ = Standard na = not available

RANGE AT A GLANCE

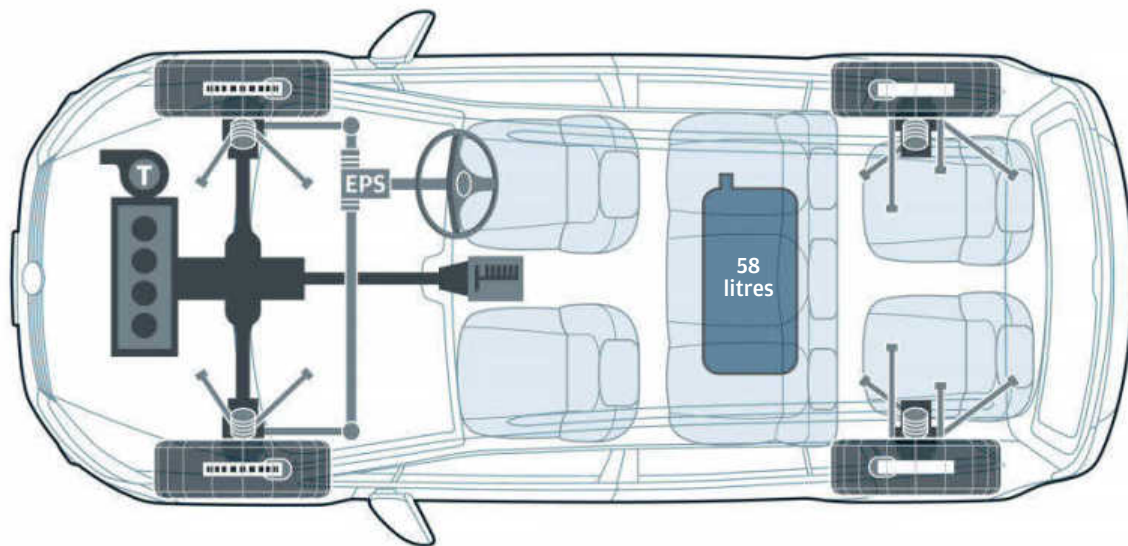
ENGINES	POWER	FROM
1.2 TSI S	108bhp	£22,240
1.6 TDI S	108bhp	£23,840
1.4 TSI SEL	148bhp	£26,745
2.0 TDI 150 SE	148bhp	£26,730
2.0 TDI 190 SEL	187bhp	£30,510

TRANSMISSIONS

6-spd dual-clutch automatic ■
(available on 2.0 TDI only; 7-spd DSG available on 1.4 TSI and 1.6 TDI; 1.2 TSI manual only)

TECHNICAL LAYOUT

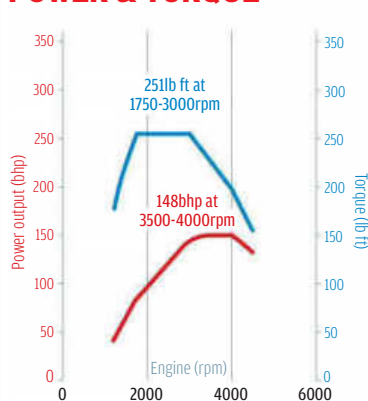
Volkswagen's MQB platform takes weight out of the Touran while also allowing it to grow by 130mm in overall length. Four-cylinder engines are mounted transversely up front, with a choice of manual or DSG dual-clutch automatic gearboxes and front-wheel drive only. Suspension is all independent.



ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1968cc, diesel
Made of	Iron block, aluminium head
Bore/stroke	81.0mm/95.5mm
Compression ratio	16.5:1
Valve gear	4 per cyl
Power	148bhp at 3500-4000rpm
Torque	251lb ft at 1750-3000rpm
Red line	5000rpm
Power to weight	94bhp per tonne
Torque to weight	160lb ft per tonne
Specific output	75bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1571kg/1666kg
Drag coefficient	0.30
Wheels	6.5Jx16in
Tyres	205/60 R16, Michelin EnergySaver
Spare	Repair kit

TRANSMISSION

Type 6-spd dual-clutch automatic
Ratios/mph per 1000rpm
1st 3.46/5.0 2nd 1.90/9.2 3rd 1.12/15.6
4th 0.76/22.9 5th 0.76/30.2 6th 0.62/37.0
Final drive ratio 4.38:1 (3.33 5th, 6th and reverse)

ECONOMY

TEST (TRUE MPG)	Urban	48.7mpg
	Extra-urban	60.2mpg
CLAIMED	Average	54.4mpg
	Urban	50.4mpg
	Extra-urban	65.7mpg
	Combined	60.1mpg
	Tank size	58 litres
	Test range	694 miles

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear Multi-link, coil springs, anti-roll bar

STEERING

Type Electromechanical, rack and pinion
Turns lock to lock 2.75
Turning circle 11.5m

BRAKES

Front 312mm ventilated discs
Rear 272mm discs
Anti-lock Standard, with Brake Assist

CABIN NOISE

Idle 44dB Max rpm in 3rd gear 71dB
30mph 60dB 50mph 63dB 70mph 68dB

SAFETY

ABS, HBA, ESC, EDL, ASR, XDS, Front Assist, City Emergency Braking
Euro NCAP crash rating 5 stars (1.6 Comfortline)
Adult occupant 88%, child occupant 89%, pedestrian 71%, safety assist 76%

EMISSIONS & TAX

CO₂ emissions 125g/km
Tax at 20/40% pcm £113/£226

ACCELERATION

MPH	TIME (sec)
0-30	3.6
0-40	5.4
0-50	7.4
0-60	9.9
0-70	13.3
0-80	17.1
0-90	22.3
0-100	29.3
0-110	39.5
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

MPH	2ND	3RD	4TH	5TH	6TH
20-40	2.8	4.7	-	-	-
30-50	-	4.2	6.7	-	-
40-60	-	4.7	6.5	9.5	16.1
50-70	-	6.4	6.8	9.4	13.6
60-80	-	-	7.5	10.1	13.9
70-90	-	-	9.3	10.7	15.7
80-100	-	-	13.5	12.7	-
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

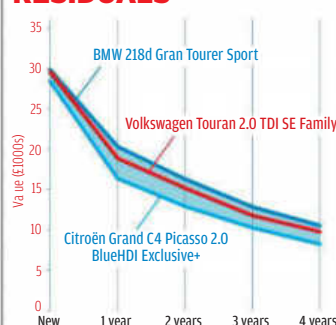
MAX SPEEDS IN GEAR

1	25mph 5000rpm
2	46mph 5000rpm
3	77mph 5000rpm
4	115mph 5000rpm
5	128mph 4238rpm
6	128mph* 3459rpm

* claimed

RPM in 6th at 70/80mph = 1892/2162

RESIDUALS



● Touran is expected to split the difference between the 2 Series Gran Tourer and Picasso, according to CAP.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2016, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Touran, contact Volkswagen UK Customer Services, Yeomans Drive, Blakelands, Milton Keynes, MK14 5AN (0800 0833 914, volkswagen.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Volkswagen Touran

AUTOCAR VERDICT ★★★★★☆

A spacious, refined and classy all-rounder – albeit a slightly bland one



The Volkswagen Touran feels like a car created from the very core of the MPV textbook. It has been executed with VW's characteristically fine attention to detail and uses excellent packaging and cabin versatility to deliver great occupant space from a fairly compact footprint. In that respect, it earns a podium rank in our people-mover class.

If you need a bigger seven-seater than this for reasons of practicality, you need a full-sized MPV. It's a result of VW's strong pricing for the Touran that a like-for-like Sharan or Seat Alhambra won't cost you a great deal more. Neither will a BMW 2 Series Gran Tourer, which has greater premium-brand allure than the Touran and, like an S-Max, is a bit more memorable to drive.

Apart from its lack of charm, though, the Touran now feels like a fully fledged VW in being worth at least a solid eight out of 10 on absolutely everything.

TESTERS' NOTES


MATT SAUNDERS
VW has pinched Citroën's idea

with a boot-light-cum-torch, but wouldn't it be better in the glovebox, as BMW used to do it? It'd be more accessible – and less annoying when you inevitably lose it.



NIC CACKETT
I've no issue with the leg or head room

supplied by the Touran, even in the bijou back row, but I did find my shoulders spilling from the seatback of every individual pew. Three abreast in the middle row therefore requires the right combination of conveniently proportioned passengers.

SPEC ADVICE

Stick with a 2.0 TDI 150 manual in SE trim, upgrade your alloy wheels, and add a heated windscreen (£160), the Family Pack (£195), adaptive cruise control (£230) and – if you can afford it – Discover Pro navigation (£2260).

JOBS FOR THE FACELIFT

- Reduce showroom prices slightly.
- Drive down those emissions numbers.
- Dare to jazz up the exterior design a bit.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	VOLKSWAGEN Sharan 2.0 TDI DSG SE Nav	BMW 218d Sport Gran Tourer auto	VOLKSWAGEN Touran 2.0 TDI DSG SE Family	FORD S-Max 2.0 TDCi P'shift Tit'um	SEAT Alhambra 2.0 TDI DSG SE
Price	£32,620	£29,890	£29,515	£29,645	£30,275
Power	148bhp at 3500-4000rpm	148bhp at 4000rpm	148bhp at 3500-4000rpm	148bhp at 3500rpm	148bhp at 3500-4000rpm
Torque	251lb ft at 1750-3000rpm	243lb ft at 1750rpm	251lb ft at 1750-3000rpm	258lb ft at 2000rpm	251lb ft at 1750-3000rpm
0-60mph	10.3sec (claimed, to 62mph)	9.3sec (claimed, to 62mph)	9.9sec	10.8sec (claimed, to 62mph)	10.4sec (claimed, to 62mph)
Top speed (claimed)	123mph	127mph	128mph	122mph	124mph
Fuel economy (combined)	54.3mpg	64.2mpg	60.1mpg	52.3mpg	54.3mpg
Kerb weight (claimed)	1793kg	1555kg	1571kg	1733kg	1870kg
CO ₂ /tax band	136g/km, 25%	119g/km, 21%	125g/km, 23%	139g/km, 25%	137g/km, 25%

Verdicts on every new car, p74

Full-sized seven-seater offers great versatility and space, tidy handling and VW desirability.
★★★★★

Exerts premium-brand pull and appeals for more reasons. Third-row seats not adult-sized.
★★★★★

Packs lots of practicality into its compact footprint and is a capable all-rounder to drive.
★★★★★

Strong, but not the force it was. Mondeo platform brings weight and performance penalties.
★★★★★

Cheaper, plainer, less desirable sister to the Sharan. Spacious, versatile and decent to drive.
★★★★★

LETTER OF THE WEEK

Sound check

I couldn't agree more with Dan Trent, custodian of your M4, in relation to the false exhaust sound BMW has given to the car (Our Cars, 20 January). From the outside, the sound coming from the exhaust gives it an aftermarket, big-bore exhaust resonance, and nothing approaching the well-engineered noise coming from the V8 engine.

This translates to the inside of the car, where BMW has given further 'help' in an attempt to sex it up a bit – to the extent that Dan has needed to disconnect the speakers.

This can't be right. If you agree with my comments, have a look at the i8, with its little petrol engine, which has been given a sound like a V8 when you plant the throttle. It's totally ridiculous.

Keith Gaulton
via email



WIN

Letter of the week wins a
ValetPRO exterior protection
and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

ON THE BUTTON

Autocar's road testers can blame drivers such as myself for asking Porsche to move the gearbox's Sport button away from the centre console (Porsche 911 Carrera S road test, 20 January).

This was as a result of preparing to overtake and having to look down to locate a hard-to-find button rather than concentrating on the articulated lorry in front and the approaching traffic on the other side of the road.

Derek Johnson
via email

While I sympathise, it's a common fault of drivers who are too lazy to apply the indicator first then brake a few seconds later, thus confirming that they are turning. Mike would have seen the indicators first and not been distracted by the brake lights hiding them.

Too many drivers seem to hit the brakes then realise that they ought to indicate to let the driver behind know why they are braking.

Julian Booth
via email

MIXED SIGNALS

Whatever happened to 'mirror, signal, manoeuvre'? I'm referring to Mike Kislingbury's letter (Your Views, 20 January), in which he comments on the fact that he could not see the indicators on the vehicle in front as they were buried in bright LED brake lights.

DON'T MAKE ME BEG

I have a request for Ford: please, please, please can you build an estate version of the new Focus RS? What an awesome bargain alternative to Audi's RS4 Avant that would be. Surely it can't be too difficult.

Paul Dove
via email



New 911's Sport mode is easier to get at

REBORN IN THE USA

It was good to read your Detroit motor show report (News, 20 January), reflecting the fact that, to paraphrase Mark Twain, the reports of the death of the American car industry have been greatly exaggerated.

Recently the media has sung the resurgence of American car makers and even new shoots of growth for the city of Detroit. Cynics might note the corresponding attack on successful

competitors such as Volkswagen.

Ford has done well to reinvent itself, but it is not one to shun potential halo benefits. Buick has now showcased the Avista, and while having a whiff of Aston Martin or Fisker about it, rather than old-school Riviera, this surely is more like the Bentley Continental should be. Volkswagen please note.

In the meantime, the 'good ol' boys' still support a 50% home-market share for the phenomenon once dubbed in conversation with me, by a GM technical director, as the US answer to 'integrated mass transportation': the pick-up.

Patrick Hogan
Beaconsfield, Buckinghamshire

APPLYING GEO-LOGIC

The two most significant cars at Detroit were the Chevrolet Bolt and Volt. Why? Because even the prospect of petrol at 75 pence a litre still leaves developed

AUTOCAR

What you're saying on autocar.co.uk

Audi Q6 e-tron quattro confirmed

I thought the concept was supposed to point to the styling of Audi's future four-door coupé.

Wmb

Not sure the design is that much more sporty than the Q5/Q7 to command a significant price premium.

Orangewheels

Sounds great, but I'd have thought it's the wrong side of £50k to sell in significant volumes in the UK.



You'd have to be doing big mileages to make the fuel savings even out against a comparable plug-in hybrid.
Bol

What happened to elegant Audi design? Gone is the simplicity, replaced instead by a desire to be brash and massive. A real shame.
Papagomp



Bentley should take a look at the Buick Avista, says Patrick

NEXT WEEK

Inside the magazine – on sale 10 February

FIRST DRIVE



Volkswagen Tiguan First impressions of the larger and more efficient SUV



ROAD TEST

Mercedes-Benz GLC

Every single facet of the new premium mid-sized SUV assessed



LONG-TERM GOODBYE

Goodbye to the Defender

Off-road icon bids farewell from the production line – and our fleet

USED CAR SPECIAL



Future classics James Ruppert on canny purchases that are likely to go up in value



Paul wants Ford to turn the new Focus RS into an estate

economies at the mercy of political infighting between countries of which we know little, mainly in the Gulf.

Ninety per cent of UK motorists would now buy electric or hybrid cars that got them to work every day for a few pence – if their price was right. Oil alone will never do this. Given range security for my commute, I would be happy pottering around in my classic car at weekends, considering it my little luxury.

So when can we expect a flood of small electric or hybrid cars in UK showrooms, so we can put two fingers up to countries whose leaders milk their geological luck at the expense of the rest of the world?

Michael Griffiths
via email

ON THE OTHER HAND...

Reading the 13 January issue, I noticed how many references there were to

centrally mounted touchscreens. They are, of course, fine for left-hand drive vehicles, where the predominantly right-handed driver can use that hand to operate them.

In right-hand-drive cars, it is nearly impossible to use these devices; the small pad on the centre console of my Mercedes-Benz is almost useless.

I recall some years ago that a Scandinavian country converted wholesale to left-hand drive. Is this the solution here? The right hand can easily be trained to stir the cogs.

Andrew Bailey
via email

CHARGING THE DEBATE

BMW M development chief Dirk Haecker describes the new M2 as the "purist's choice" (News, 20 January). Wonderful as the M2 is, a driving purist would not choose a turbo engine.

Alex Roebuck
Chiddingfold, Surrey

CAPACITY TO IMPROVE

When Jaguar Land Rover announced that it was investing zillions in the design and manufacture of a new engine range, I was hoping for something that would at least match or better the offerings from the Volkswagen Group and BMW.

It seems that this expectation was misplaced, since most reviews I've read consider the diesel engine to be at best 'competitive' but generally noisy, underwhelming and certainly not class-leading, as we'd hoped.

Indeed, whereas Volvo seems to have developed a 2.0-litre diesel that regularly wins praise, the JLR offering seems already to be in need of significant improvement, particularly the 163bhp variant. Am I being too hard on these new engines?

Ray Scogings
via email



CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet

AUDI A4	BENTLEY CONTINENTAL	BMW ACTIVE TOURER	BMW M4	FIAT 500X	FORD FOCUS	FORD MONDEO	HONDA CIVIC TYPE R
							
Andrew Frankel	Steve Cropley	John Bradshaw	Dan Trent	Michele Hall	Tim Dickson	Luc Lacey	Matt Burt



Suzuki Celerio

FINAL REPORT Suzuki's unassuming city car started its life with something to prove. Eight months and 6000 miles later, it's leaving with its head held high. Let's find out why

You'll recall, no doubt, the Celerio's most disastrous of starts in life, the brakes failing on two separate models in the same afternoon during Autocar's road test procedures. Once could be, well, a one-off, but twice... Well, following Suzuki's swift investigations, a worldwide recall of right-hand-drive models followed.

With no one harmed, we could reflect on the fact that, journalistically, it was something of a coup to have uncovered such a serious fault on a production car.

We spend many tens of thousands of pounds hiring industry-standard test facilities so that we can conduct more thorough tests than our rivals. Here was as clear a proof as you could wish for that the numbers that make our accountants weep were well invested.

But where did that leave the Celerio? Two brake failures might have put others off for life, but after the fixes were explained to us in great detail by Suzuki's engineers (basically, a retaining pin designed to collapse and

sweep the pedals away from you in the event of an accident was breaking too soon), it felt appropriate to show our confidence in this great industry that we cover. Mistakes happen; it's how you fix them that matters, and the early signs had been that the Celerio's talents didn't deserve to be written off in a blaze of negative headlines. Steve Cropley promptly stuck his hand up highest.

For a few thousand miles, Steve confirmed what our road test had suggested – namely, that the Celerio

had so much going for it that it was a gnat's wotnot away from deposing the class leaders from their perch. Highlights included the 998cc, 67bhp normally aspirated three-cylinder engine, which was peppy enough to pull a car with an 835kg kerb weight around at pace, yet so frugal that we worried for the sanity of the on-board trip computer until repeated brim-to-brim tests confirmed its 60mpg-plus average. Its dimensions, which were perfectly judged a fraction above the class norm,

LOVE IT



FUEL ECONOMY

So good that only calibrated brim-to-brim fills made us believe it.



DIMENSIONS

It's brilliantly judged to carry four or five, but still so small.



UNDERDOG APPEAL

Isn't this the car that...? Yes, it is. And it's fixed. And fine.

LOATHE IT



INTERIOR QUALITY

At best, durable and functional. Never, ever desirable.



STYLING

So anonymous, you wonder if anyone with artistic flair ever saw it.

JAGUAR
XE

Darren Moss

LAND ROVER
DEFENDER

Matt Prior

LEXUS
NX300H

Mark Pearson

MAZDA
CX-3

Mel Falconer

MAZDA
MX-5

Matthew Burrow

MCLAREN
650S
SPIDER

Mark Tisshaw

RANGE ROVER
SPORT

Steve Cropley

SSANGYONG
TIVOLI

Jimi Beckwith

SUZUKI
CELERIO

Steve Cropley

VAUXHALL
CORSA VXR

Mark Tisshaw

VOLVO
XC90

Matt Prior



Our early road test sparked a recall which Suzuki handled with the utmost efficiency



Cabin is robust but lacking any real flair



Infotainment set-up is on the basic side

TEST DATA

SUZUKI CELERIO
SZ3 DUALJET

TEST STARTED 27.5.15

Mileage at start 209

Mileage at end 6078

PRICES

List price new £8499

List price now £8499

Price as tested £8929

Dealer value now £7210

Private value now £6705

Trade value now £5845

OPTIONS

Metallic paint £430

FUEL CONSUMPTION AND RANGE

Claimed economy 65.7mpg

Fuel tank 35 litres

Test average 57.2mpg

Test best 66.1mpg

Test worst 47.5mpg

Real-world range 440 miles

TECH HIGHLIGHTS

0-62mph 12.6sec

Top speed 96mph

Engine 3 cyls in line, 998cc, petrol

Max power 67bhp at 6000rpm

Max torque 66lb ft at 3500rpm

Transmission 5-spd manual

Boot 254 litres

Wheels 5Jx14in

Tyres 165/65 R14

Kerb weight 835kg

SERVICE AND RUNNING COSTS

Contract hire rate £161

CO₂ 88g/km

Service costs None

Other costs None

Fuel costs £489

Running costs inc fuel £489

Cost per mile 12 pence

Depreciation £1719

Cost per mile inc dep'n 37.6 pence

Faults Fuel computer replaced

PREVIOUS REPORTS

3 Jun 2015, 24 Jun, 8 Jul, 12 Aug, 16 Sep,
28 Oct, 18 Nov, 23 Dec

shone through, too, and made it a car genuinely capable of carrying four in comfort and five if needed.

At this point, Steve started to regret his morning eulogies about how just-so the Celerio was, because the rest of the office wanted to share the fun. When I realised just how perfectly it suited my life, I was rather reluctant to give it up, which is how I come to be writing this. In total, I kept the keys for something approaching 10 weeks, and to this day I am mourning its departure. Yes, this little runaround got under my skin.

As an urban commuter, it was perfect, the dimensions and engine flexibility making it ideal for nipping around in traffic and manoeuvring in tight spots, while its size proved more than adequate. Adults may not have relished the prospect of being in the back for long, but our eight and six-year-olds were well catered for. The boot proved large enough to carry a big shop, too.

Even on the potholed roads of outer London, the 14in wheels and 175-section

When I realised how perfectly the Celerio suited my life, I was reluctant to give it up

tyres proved up to the task of soaking up the worst bumps. On motorways it was adequate and capable – and to expect more would be unfair. In summary, the Celerio is a small car with big-car manners. Pretty soon we were leaving our family Ford C-Max at home and taking the Suzuki, because it did the same job with two-thirds of the fuss.

In saying farewell, we've also paused to look at the depreciation figures, which prove the point that this is a remarkably cheap car to own. Sure, our tenure was short and our mileage relatively low, but the Celerio, it would appear, is one car you can buy without waving farewell to the family fortune the moment you drive off the forecourt.

Downsides were few and far between; the biggest was a purely subjective, personal failure to be bowled over by

the styling. Even a kindly soul could only describe the Celerio as conservative, and I often regretted that it wasn't as good looking (or as characterful) as it was capable. I guess cheekier styling would most likely come at the cost of practicality, but I also reckon that the blokes who put the flourishes on the outside of the VW Up or Fiat Panda know a thing or two more about meeting the needs of both sides of the equation.

The dour interior was also a little disappointing. On the upside, it was hard wearing and simple enough to use in every way. Technophobes should definitely consider it, because it did everything directly, without ever doing more than you expected. A big, lumpy button here, an LED screen there and a stalk to push and pull to adjust something over yonder. It was also

simple to use, despite being laden with kit – including air-con, a DAB radio, USB and phone connectivity – and everything functioned with ease. What's more, despite our car's near maxxed-out spec (including metallic paint, but with SZ4 to step up to), it still came in at a smidgen under £9000, which was remarkable. Even so, I just wished it was a bit less rigorous in its determination to do everything without fuss.

Above all, the Celerio is a car that has earned a second chance, and which down the line deserves a few bells and whistles to highlight its quietly shining capabilities. If we'd let those early headlines tar and feather the car for eternity, we'd have failed miserably in our jobs. As it is, I'm delighted to report that the Celerio is a very fine car.
jim.holder@haymarket.com



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Videographer James made the most of a weekend in the 650S



McLaren 650S Spider

Mileage | 8212 Our drop-top supercar has been winning friends and influencing people

Pass the tissues: the 650S has gone back to McLaren. My sit-in protest failed and I didn't want to chain myself to the alloys, because that might scuff them up for the next owner. The lucky so and so. Envious? Me?

The 650S may be gone but it's certainly not forgotten. But before I properly bid farewell to it with a full report in a few weeks' time, I dished out the keys to a couple of colleagues.

Photographer Luc Lacey and videographer James Holloway were the lucky winners, each getting the keys for extended weekend runs. They both loved the little electric window at the rear, mentioned last time, the lowering of which fills the cabin with engine noise.

There were mixed reviews for the doors. Both James and Luc loved the way they looked and operated, but Luc



Dihedral doors call for careful parking in order to leave enough room to open them



Boot can hold a medium-sized suitcase

noted that you have to watch how close you park to other cars in order to open them. He's right, although I get around the issue by letting my passenger out before reverse parking, then giving myself a bit more room on the driver's side. Some of James's passengers, meanwhile, thought the doors would close for them – a fair assumption, given how space age they look.

James, whose job is to film and edit videos and who is therefore well used to looking at screens, was a fan of both the portrait layout of the infotainment system and its old-school graphics.

Luc awarded an extra star to the folding roof mechanism, which he noted was quick and easy to use. The front boot also drew praise, Luc managing to fit a medium-sized suitcase in there plus a few other oddments. He was less keen on the storage in the cabin, noting that the elastic nets weren't in keeping with the elegance of the rest of the car.

We all agree on one thing, though: passers-by love the 650S – which is the opposite reaction you get to some sports and supercars. So yes, I'll admit it: that was me in Henley-on-Thames a few weeks ago, lapping the one-way system once or twice more than necessary to soak up the adoration.

mark.tishaw@haymarket.com

McLaren 650S Spider

Price £215,250 **Price as tested** £255,930

Economy 23.2mpg **Faults** Patchy radio signal

Expenses None **Last seen** 23.12.15



Mazda CX-3

Mileage 4250

It seems my CX-3 isn't the only one afflicted by an annoying rattle from around the front passenger seat and, more recently, the rear seats every time I hit a pothole or go over a speed bump. A couple of readers have written in to complain of similar noises

from the passenger seat, although theirs rattle only when unoccupied. Mine seems to be louder when the front seatbelt is actually in use. I've had a good look at the seat, the seatbelt and the holder, but nothing seems to be amiss. I'd be interested to hear from any other readers who

may have this same issue, and to find out whether they managed to resolve it without visiting a dealer.

Happily, however, I cured the rattle from the rear quite easily, thanks to a helpful CX-3 forum member's advice (cx3forums.co.uk). It turns out that one of the seatbacks hadn't fully locked back into place after the last time I'd flipped it down. The red tag on the release mechanism was showing, so I just unlocked the seatback and pushed it back hard and it seems to have done the trick.

In other news, I've also had some emails from CX-3 owners interested in the seemingly high cost of Mazda's servicing packages. One reader was quoted £749 for three years for his Sport Nav 1.5-litre diesel AWD model, which, in his own words, is "more expensive than Range Rover (£599) and Honda (£499) charge for their cars". The reason given to the reader for this price was because there is "very little room in the engine bay and it's the labour charged to do the work". I

phoned a dealer in west London and enquired; I was quoted £549 for my 2.0-litre petrol model, which, apparently, was a reduced price because there was an offer on. Even so, it does seem a bit on the pricey side. Has anyone else with a CX-3 got a similar servicing story?

melanie.falconer@haymarket.com

Mazda CX-3 2.0 Skyactiv-G 120PS SE-L Nav

Price £19,595 **Price as tested** £20,135

Economy 40.2mpg **Faults** None

Expenses None **Last seen** 13.1.16



Red tag means seat isn't fully locked

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Option to Purchase Fee (inc in final payment)	£10	Representative APR	5.9% APR
Final Payment (GFV)	£11,950	Interest Rate (fixed)	3.1%

Visit mitsubishi-cars.co.uk to find your nearest dealer.

1. Free service plan (Mitsubishi Service Plan/MSP) covers the first 3 scheduled services, includes parts defined by the vehicle manufacturer and is available with the purchase of a used Outlander PHEV between 30th January and 7th February 2016. For full details visit www.mitsubishi-cars.co.uk/owners. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. The Alternatives PCP finance plan shown above is only available to customers resident in the UK, aged 18 and over, subject to status only through Shogun Finance Ltd t/a Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 8DY. Finance Mitsubishi is part of Lloyds Banking Group. We may receive commission or other benefits for introducing you to Finance Mitsubishi. Alternatives figures are based upon an annual mileage of 30,000, any excess mileage will be chargeable at 5p/mi. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Finance offer available at participating dealers between 30th December 2015 to 29th March 2016.

THE LOG BOOK

**Fiat 500X****Mileage 3186 Last seen 6.1.16**

I live on a busy suburban road, so I have to be careful when parking. But despite my best efforts, the 500X's door mirrors still get scraped by cars squeezing past. After checking Fiat's website, I found they sell black carbonfibre-look mirror covers for £120, which I think is worth it. I've ordered some from my local Fiat dealer, so watch this space. MH

**Ford Focus****Mileage 12,050 Last seen 13.1.16**

The Focus's oil has slowly darkened over the past year but remained an essentially translucent, oil-coloured liquid. Until I dipped it last week, that is, when it appeared to have turned murky black. Is this due to the increased number of short runs the car has been doing recently? I'm not sure but have a suspicion it might be. A scheduled service is imminent, so we'll dig deeper then. TD

**Vauxhall Corsa VXR****Mileage 7174 Last seen 6.1.16**

A few colleagues have mentioned the VXR's less than ideal driving position. They say you sit too high, and I'd agree. My other car is a Mini Cooper, and I love the bum-on-the-ground sensation you get. However, the VXR is in part redeemed by the excellent, figure-hugging Recaro seats, meaning some sportiness in the driving position is retained. MT

Jaguar XE

Mileage | 6211 A holiday season trip home highlights boot issues and multimedia foibles

Every year I migrate back to my family home for Christmas. This involves packing my life into the boot of whatever car I'm running and heading for the hills and back to Kettering. Last year this was no problem because I was in our long-term Nissan Qashqai, a car overflowing with practical storage solutions.

The Jaguar is more limited in that regard. It has a smaller boot than its key rival, the BMW 3 Series, which offers 480 litres of space with its rear seats in place, compared with the XE's 455 litres. The Jag's boot floor is on a slope, too, meaning items loaded towards the seatbacks have a tendency to slide back towards the boot opening. Split/folding rear seats are an option on all XEs, but they're not fitted to our test car.

I'm all of 10 minutes into my trip before the traffic starts. It's 23 December and it seems like all of London is trying to leave the city. As I inch along the M25, the XE's sat-nav pings to tell me that there's traffic on my route. No kidding.

On a cold morning such as this, the XE's InControl Touch infotainment system can be a little infuriating. The touchscreen controls for the heated seats can become stuck, with the only



XE was the smartest thing on the drive at the Moss family's Christmas gathering

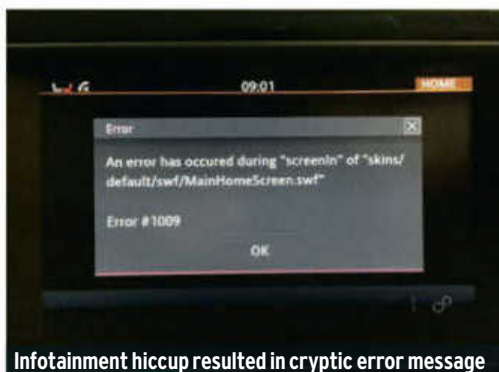
remedy being to return to the home screen and try again. Similarly, while the sat-nav tells me there's traffic on my route, the detour it suggests takes so long to load that I give up and take the next motorway exit instead.

Finally, I break free from the traffic and start on some of the country roads surrounding my home town. By this point I'm eager to get home, so both the eight-speed automatic transmission and the Jaguar DriveControl system are switched to Sport mode. I've said this before, but the change that comes over the XE when these modes are engaged really is remarkable. The throttle response is faster, the steering is lighter and the handling is even sweeter than before.

Sadly, Northamptonshire is too far south to get even a whiff of the white stuff over Christmas, meaning there's no chance of seeing how the rear-wheel-drive Jaguar handles in the snow.

For those who are regularly snowed in, Jaguar recently announced that the 178bhp 2.0-litre diesel engine is now available in combination with four-wheel drive in the XE. In R-Sport form, it's £1800 more expensive than the rear-wheel-drive car.

Back in London for the new year and the infotainment system threw another curveball. I'd just selected a route in the nav menu and wanted to get back to the homescreen. I pressed the button and... nothing happened. Then an error message appeared, saying the homepage couldn't be loaded. I searched various Jaguar forums and found no mention of it, but Jaguar itself says it has heard of two other instances of the problem. When I next returned to the XE, the situation had sorted itself. A software patch to fix the issue beckons. darren.moss@haymarket.com

Jaguar XE 2.0i 180 R-Sport**Price** £34,775 **Price as tested** £38,210**Economy** 43.2mpg **Faults** Infotainment error message **Expenses** None **Last seen** 6.1.16

Infotainment hiccup resulted in cryptic error message

DEALS

Bargain new
and used motors

Dragging used car sales into the 21st century

Dealers should embrace new ways to sell their used cars. **James Rupert** wonders what might work



Flogging used cars: it's not difficult, is it? All buyers want is the right car at the right price and with the minimum of fuss. Imagine if someone gave you a great big coin to stick in a slot and, after lots of whirring and mechanical noise, the used motor of your choice was delivered to the showroom floor from a multi-storey selection, like a can of pop from a machine. Well, that's the most super-clever idea ever, and it's enough to make me fly to Nashville, Tennessee, to try it.

The company is called Carvana, and the used car dispensing machine – or automated parking garage, as it is more accurately described – is a brilliant publicity stunt. Watch the film on YouTube. Customers really do have

the option of using the machine, so it isn't a one-off attention-grabber. So well done to Carvana. I think we need a supermarket to do that here so we can all go and watch the customer pick-ups on a Saturday morning.

Carvana is principally an online retailer. Its cars also come with a 100-day, limited-mileage warranty, as well as a seven-day, no-questions-asked return policy. So there's even more to learn from them right there.

What I am shocked by is just how slow car sellers have been to embrace video. I mean, film of the car ticking over and possibly on a test drive – what's difficult about that? Upload to YouTube and you're off. Indeed, some small independents have done just that, but



S-Class Coupé's promo vid did the trick

not many. Part of the problem is that they don't update websites themselves, and it seems like a bit of a pricey faff.

So I was interested to see that the great big AA Cars has linked up with the CitNOW video service. This offers dealers the ability to upload short video 'walkarounds' of their used car stock, and it has already gone live with AA Cars' customers.

I couldn't find anything on the AA

AA Cars' new service offers dealers the ability to upload short video 'walkarounds' of their used car stock



P70 James Rupert
Used car expert



P72 Matthew Griffiths
Deals expert



P74 Nic Cackett
Data expert

Carvana's used car vending machine is a great gimmick



site, so I went straight to a franchised Mercedes premium retail group, L&L Automotive, and quickly found an ex-demo S-Class Coupé with a commentary and less than spectacular camera work. But, hey, that's all we need to make us phone up or hop in the expiring old motor in order to go and see a replacement one.

One used car dealership apparently increased sales by 25% in the first year by incorporating video. Another increased sales from 65 to 95 units per month, on average, which is very good going. Video, though, isn't a gimmick; it's really useful. If I could see moving pictures of a car I keep looking at on the interweb, I'd have bought it last week.

BANGERNOMICS BEST BUYS



READER'S CAR: MERCEDES-BENZ CLS

Jeremy Churchill loves his 2005 Mercedes CLS55 AMG. "I've always fancied CLSs," he says, "but never thought I could afford to run one until I caught sight of two side by side on a sales lot. The first five minutes of the test drive was enough. That was two years and 20,000-plus miles ago. My concession to Bangernomics is to buy at the bottom of the depreciation curve, while it's still fairly fresh and before it starts to become unreliable. I've enjoyed this one so much I suspect I'm going to try my luck again – but not too soon!"

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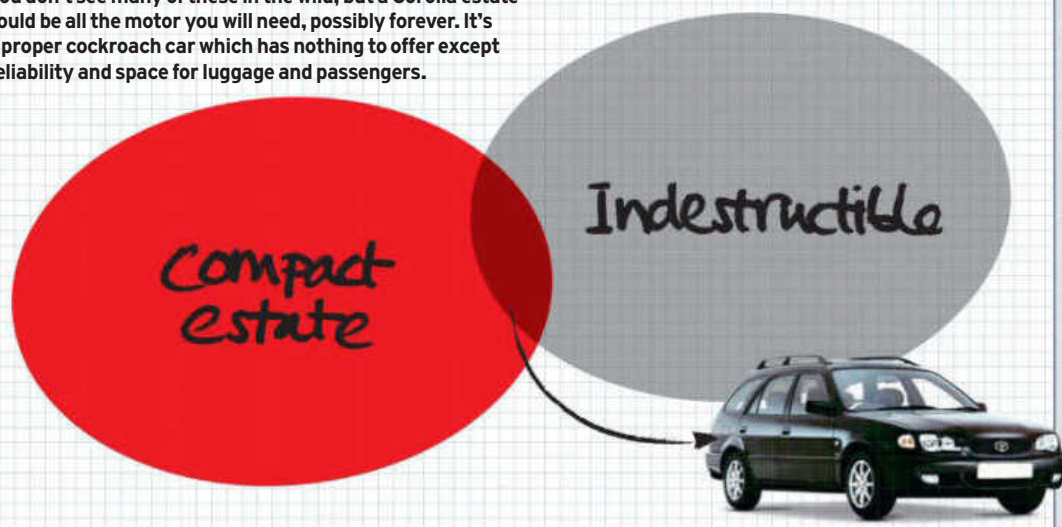
WHAT CAUGHT MY EYE THIS WEEK: DEFENDERS

People are paying over the odds for late-model, minimal-mile Land Rover Defenders. The premium pricing is bonkers; if you want the full Defender experience, just spend a few grand.



USED CAR DILEMMA: TOYOTA COROLLA ESTATE

You don't see many of these in the wild, but a Corolla estate could be all the motor you will need, possibly forever. It's a proper cockroach car which has nothing to offer except reliability and space for luggage and passengers.



1 Ford Fiesta ST 2.0 (2004-2008)

Fast Fords tug at the heartstrings more than any other and are particularly captivating in small hatchback form. This may not be the best Fiesta ST in recent memory, but it still ticks the right boxes.

An excellent chassis ensures precise handling, plenty of grip and little body roll, and with a hard-working engine, this little Ford

offers real finesse and precision.

Inside, you get figure-hugging part-leather seats, ST-branded kickplates and brightwork added to the dials and handbrake.

This hot Fiesta isn't as fast or hard-edged as some rivals, but it offers an excellent low-cost, all-round package. A 52,000-miler can be yours for less than £2800.

Pocket rockets from under £3000

Small hot hatches offer great-value performance. Less than a decade on from their launch, do these little gems still cut the mustard? **Matthew Griffiths** finds out

2



Peugeot 207 GTi 1.6 THP (2007-2012)

Peugeot was under pressure to revive the former glories of its GTi badge following the lacklustre 206 GTi. The 207 GTi, then, wasn't quite the 205 GTi reborn, but it was a pretty good effort.

Handling is good, thanks to a well-balanced chassis that produces little body roll and a rear axle that keeps things in shape when braking into bends.

The power steering is overly assisted at low speeds and doesn't feel the best at higher speeds. Peugeots are rarely the most reliable, but should something go wrong, they are relatively cheap to fix.

The 207 GTi is now pretty cheap to buy, too, with a 2007-registered car with 48,000 miles on the clock being marketed for less than £3000.

Fiat Abarth 500 1.4 T-Jet (2008-2015)

The Fiat Abarth 500 is so typical of the breed that it should feature in the Oxford Illustrated Dictionary under the term 'pocket rocket'.

Abarth transformed the regular 500 from style-led city runabout into raucous little devil and gave it the looks to match. It isn't perfect, though. It's no surprise that it's cramped in the back, but the

front seats want for support and the suspension is very firm. But with 133bhp from its 1.4-litre engine, a great handling set-up and nicely weighted steering, there's plenty to enjoy.

Prices have held firm, so a five-year-old car with 49,000 miles will be just under £7000. It'll come with 16in alloys, a tasty rear spoiler and big bumpers.

3





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4



Vauxhall Corsa VXR 1.6i Turbo (2007-2014)

If ever there was a bull in a china shop, the VXR is it. The Alpha male of the pocket rocket line-up comes with a striking bodykit, big alloys and rear spoiler and an inverted triangular central exhaust.

It's quick, too, with 60mph arriving in just 6.8sec. The power delivery from the 1.6-litre turbo engine is progressive and smooth, however, and it has masses of

grip and great variable-ratio steering. Ever the Jekyll and Hyde, it's actually pretty civilised when pottering about. The cabin is treated to Recaro seats, a sporty steering wheel and VXR badges.

Find a 2007 model with less than 60,000 miles on the clock and this little monster can be growling on your drive for less than £5000.

Renault Clio RS 200 (2006-2012)

The Renaultsport Clio is one of our favourite small hot hatches of the past 10 years, with its mighty 2.0-litre engine pumping out 197bhp and sending this ballistic mini-missile to 60mph in 6.9sec.

The rapid Clio's set-up is simple and brilliant: there's enough room for you and three mates and enough grip and performance to scare the wits out of them. While the steering doesn't offer

too much feedback, it's precise enough.

From the outside, it remains a good-looking car, with a rear diffuser that is both functional and aesthetically pleasing. Inside, though, this Clio shows its age, with hard and shiny plastics.

However, pound for pound, it's one of the best pocket rockets out there. For less than £4000, a 65,000-mile example could be all yours.

5



NEW CARS A-Z

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Autocar's star ratings explained

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 85

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
595 3dr hatch Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			
1.4 T-Jet	£14660	133	155	26
1.4 T-Jet Turismo	£18090	158	155	26
1.4 T-Jet Competizione	£19890	178	155	26
595 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car	★★★★★			
1.4 T-Jet	£16660	133	155	26
1.4 T-Jet C Turismo	£20090	158	155	26
1.4 T-Jet C Competizione	£21890	178	155	26

ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark	★★★★★			
1.4 TB Progression	£16910	76	130	9
0.9 TB TwinAir 105 Progression	£13860	105	99	13
0.9 TB TwinAir 105 Junior	£14960	105	99	13
0.9 TB TwinAir 105 Distinctive	£16160	105	99	13
0.9 TB TwinAir 105 QV Line	£16910	105	99	13
1.4 140 M'air TCT Distinctive	£17710	138	124	22
1.4 140 M'air TCT QV Line	£18460	138	124	22
1.4 170 M'air O'Verde	£20300	168	124	27
1.3 JTDm-2 85 Progression	£14405	84	90	11
1.3 JTDm-2 85 Junior	£15505	84	90	11
1.3 JTDm-2 85 Distinctive	£16745	84	90	11
1.6 JTDm-2 120 Distinctive	£17910	118	112	19
1.6 JTDm-2 120 QV Line	£18660	118	112	20

ALFA ROMEO				
GULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa	★★★★★			
1.4 TB 120 Progression	£18450	118	148	17
1.4 TB 120 Distinctive	£19700	118	148	16
1.4 TB Multi'ir 150 Sprint	£20700	148	131	20
1.4 TB Multi'ir 170 Distinctive	£21200	168	131	23
1.4 TB Multi'ir 170 Exclusive	£22950	168	131	23
1.4 TB Multi'ir 170 Excl'ive TCT	£24245	168	119	23
1.4 TB Multi'ir 170 QV Line	£24700	168	131	23
1.4 TB Multi'ir 170 QV Line TCT	£25995	168	119	23
1.6 JTDm-2 105 Progression	£19500	103	115	18
1.6 JTDm-2 105 Distinctive	£20750	103	115	18
1.6 JTDm-2 105 Exclusive	£22500	103	115	18
2.0 JTDm 150 Distinctive	£21930	148	110	23
2.0 JTDm 150 Excl.	£23680	148	110	24
2.0 JTDm 150 QV Line	£25430	148	110	24
2.0 JTDm 175 Excl. TCT	£25840	173	116	24
2.0 JTDm 175 QV Line TCT	£27590	173	116	24
1.75T Spider	£28330	237	163	33

ALFA ROMEO				
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★			
1.75T	£51320	240	157	50
1.75T Spider	£59500	240	157	50
ALPINA				
B4 4dr saloon Rapid, usable and cheaper alternative to an M3	★★★★★			
B3 Biturbo	£57450	404	177	-
B3 TOURING 5dr estate Rapid, usable BMW-based estate.	★★★★★			
B3 Biturbo	£58950	404	179	-
B4 2dr saloon Rapid, usable and cheaper alternative to an M4	★★★★★			
B4 Biturbo	£58950	404	177	-
B4 Biturbo Convertible	£62950	404	186	-
B5 4dr saloon Huge pace, but let down by uninvolved dynamics	★★★★★			
B5 Biturbo	£59500	404	179	-
D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine	★★★★★			
D3 Biturbo	£47950	345	139	50
D3 TOURING 5dr estate Rapid, usable fast BMW-based estate.	★★★★★			
D3 Biturbo	£49950	345	142	-
D4 2dr coupé Precise dynamics with added Alpina kudos and a great engine	★★★★★			
D4 Biturbo	£50950	345	139	-
D4 Biturbo Convertible	£54950	345	156	-
D4 saloon Rapid, usable and cheaper alternative to an M5	★★★★★			
D5 Biturbo	£56950	345	155	-
D5 TOURING 5dr estate Rapid, usable and cheaper alternative to an M5	★★★★★			
D5 Biturbo	£59950	345	163	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★★			
3.0 XD3	£56450	345	174	-

ARIEL				
ATOM 0dr open Superbly fast track mentalism. As exhilarating as cars get	★★★★★			
245	£29321	245	-	-
310	£34319	310	-	-

ASTON MARTIN				
NOMAD 0dr open Superbly fast off-road mentalism. Uniquely intoxicating	★★★★★			
235	£149144	552	300	-
ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming	★★★★★			
5.9 V12 S	£149144	552	300	-
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★★			
4.7 V8	£87333	430	321	-
4.7 V8 S	£99995	430	321	-
5.9 V12 S	£139145	565	-	-

ASTON MARTIN				
VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature	★★★★★			
4.7 V8	£98995	430	321	-
4.7 V8 S	£110700	430	321	-
5.9 V12 S	£148145	565	343	-
DB9 VOLANTE 2dr open Facelift a big improvement dynamically	★★★★★			
5.9 V12	£142027	510	333	-
DB9 2dr coupé Enchanting looks, but ride is choppy. Manual the best	★★★★★			
5.9 V12	£142027	510	333	-
VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too	★★★★★			
5.9 V12	£209095	568	298	-
VANQUISH VOLANTE 2dr open A British supercar for British roads. Looks the business, too	★★★★★			
5.9 V12	£209095	568	298	-

AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun and refined	★★★★★			
1.0 TFSI 95 SE	£14530	93	97	15
1.6 TDI 116 SE	£15605	114	97	19
1.0 TFSI 95 Sport	£16505	93	97	15
1.4 TFSI 125 Sport	£16905	123	115	21
1.6 TDI 116 Sport	£17580	114	97	19
1.4 TFSI 125 S Line	£18900	123	117	21
1.6 TDI 116 S Line	£19695	148	112	25
1.6 TDI 116 S Line	£19575	114	98	19
1.4 TFSI 150 Black Edition	£21290	148	117	25
1.6 TDI 116 Black Edition	£21700	114	102	19
2.0 TFSI 231 S	£25595	228	162	33

AUDI				
A1 SPORTBACK 5dr hatch Rear doors add convenience to an attractive package	★★★★★			
1.0 TFSI 95 SE	£15150	93	97	15
1.6 TDI 116 SE	£16225	114	97	19
1.0 TFSI 95 Sport	£17125	93	97	15
1.4 TFSI 125 Sport	£17525	123	118	21
1.6 TDI 116 Sport	£18200	114	97	19
1.4 TFSI 125 S Line	£19520	123	119	21
1.6 TDI 116 S Line	£20315	148	112	25
1.6 TDI 116 S Line	£20195	114	98	19
1.4 TFSI 150 Black Edition	£21910	148	117	25
1.6 TDI 116 Black Edition	£21790	114	102	19
2.0 TFSI 231 S	£26330	228	166	33
A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf	★★★★★			
1.2 TFSI 110 SE	£18865	108	114	17
1.4 TFSI 125 SE	£20165	123	117	20
1.4 TFSI 150 SE	£21015	148	105	24
1.6 TDI 110 Ultra SE	£21115	108	89	-
2.0 TDI 150 SE	£22465	148	108	23
1.6 TDI 110 Ultra SE Technik	£21865	108	89	-
2.0 TDI 150 SE Technik	£23215	148	108	23
1.2 TFSI 110 Sport Navigation	£20265	108	117	17
1.4 TFSI 125 Sport Navigation	£21565	123	122	20
1.4 TFSI 150 Sport Navigation	£22415	148	109	24
1.6 TDI 110 Sport Navigation	£22515	108	105	18
2.0 TDI 150 Sport Navigation	£23865	148	108	23
2.0 TDI 150 Sport Nav quattro	£25295	148	125	-
2.0 TDI 184 Sport Nav quattro	£25135	181	112	28
1.4 TFSI 125 S Line Navigation	£23715	123	124	20
1.4 TFSI 150 S Line Navigation	£24565	148	111	24
1.8 TFSI 180 S Line Nav quattro	£29305	177	153	28
1.6 TDI 110 S Line Navigation	£24665	108	107	18
2.0 TDI 150 S Line Navigation	£26015	148	109	23
2.0 TDI 150 S Line Nav quattro	£27445	148	127	-
2.0 TDI 184 S Line Navigation	£27285	181	114	28
2.0 TFSI 300 S3 quattro	£31230	296	162	36
A3 SALOON 4dr saloon All the A3's standard attributes in a saloon body	★★★★★			
1.4 TFSI 150 Sport Navigation	£23585	148	110	24
1.6 TDI 110 Sport Navigation	£23685	108	104	18
1.6 TDI 110 Sport Nav quattro	£25115	108	127	15
2.0 TDI 150 Sport Navigation	£25035	148	107	24
2.0 TDI 150 Sport Nav quattro	£26465	148	125	23
2.0 TDI 184 Sport Navigation	£26305	181	112	28
1.4 TFSI 150 S Line Navigation	£25735	148	112	24

AUDI				
1.8 TFSI 180 S Line Nav quattro	£30475	177	153	28
1.6 TDI 110 S Line Navigation	£25835	108	106	18
2.0 TDI 150 S Line Navigation	£27185	148	108	24
2.0 TDI 150 S Line Nav quattro	£28615	148	127	23
2.0 TDI 184 S Line Navigation	£28455	181	114	28
2.0 TFSI 300 S3 quattro	£33830	296	164	36

AUDI				
A3 SPORTBACK 5dr hatch Classy interior, stable handling and good engines.	★★★★★			
1.2 TFSI 110 SE	£19485	108	114	17
1.4 TFSI 125 SE	£20785	123	117	20
1.4 TFSI 150 SE	£21635	148	107	24
1.6 TDI 110 Ultra SE	£21735	108	89	18
2.0 TDI 150 SE	£23165	108	119	15
2.0 TDI 150 SE	£23085	148	108	24
1.6 TDI 110 Ultra SE Technik	£22485	108	89	18
2.0 TDI 150 SE Technik	£23835	148	108	23
1.2 TFSI 110 Sport Navigation	£20885	108	117	17
1.4 TFSI 125 Sport Navigation	£21825	123	122	20
1.4 TFSI 150 Sport Navigation	£23035	148	112	24
1.6 TDI 110 Sport Navigation	£23135	108	105	18
1.6 TDI 110 Sport Nav quattro	£24565	108	127	15
2.0 TDI 150 Sport Navigation	£24485	148	108	24
2.0 TDI 150 Sport Nav quattro	£25915	148	125	-
2.0 TDI 184 Sport Navigation	£25755	181	112	28
1.4 TFSI 125 S Line Navigation	£24335	123	124	20
1.4 TFSI 150 S Line Navigation	£25185	148	114	24
1.8 TFSI 180 S Line Nav quattro	£29925	177	153	27

1.4 TFSI 150 S Line Navigation	£25185	108	114	24
1.8 TFSI 180 S Line Navigation	£29925	177	157	32
1.6 TDI 110 S Line Navigation	£25285	108	107	18
2.0 TDI 150 S Line Navigation	£26635	148	109	24
2.0 TDI 150 S Line Nav quattro	£28065	148	127	-
2.0 TDI 184 S Line Navigation	£27905	181	114	28
2.0 TFSI 300 S3 quattro	£31850	296	162	36
2.5 TFSI 367 RS3 quattro	£40795	362	189	40
1.4 TFSI 150 E-tron S-tronic	£35690	148	37	29
A3 CABRIOLET 2dr open A measured success, but the usual sacrifices make it fun free ★★★★★				
1.4 TFSI 150 SE	£26375	148	110	26
1.6 TDI 110 SE	£26475	108	104	18
2.0 TDI 150 SE	£27825	148	113	27
1.4 TFSI 150 Sport Navigation	£27775	148	116	26
1.6 TDI 110 Sport Navigation	£27875	108	110	18
2.0 TDI 150 Sport Navigation	£29225	148	113	27
2.0 TDI 150 Sport Nav quattro	£30655	148	129	25
2.0 TDI 184 Sport Navigation	£30495	181	117	31
1.4 TFSI 150 S Line Navigation	£29925	148	118	26
1.8 TFSI 180 S Line Navigation	£34665	177	157	32
1.6 TDI 110 S Line Navigation	£30025	108	112	18
2.0 TDI 150 S Line Navigation	£31375	148	115	27
2.0 TDI 150 S Line Nav quattro	£32935	148	131	25
2.0 TDI 184 S Line Navigation	£32645	181	119	31
2.0 TFSI 300 S3 quattro	£32949	296	165	36

Mega-hatches



1 Volkswagen Golf R From £30,000

U Blends the formerly unblendable: VW sophistication with frenzied driver appeal. Fantastic value for money. ★★★★★



Audi RS3 From £40,000

2 Too closely related to the VW to justify its price, but the five-pot makes it mind-meltingly fast. Comfy now, too. ★★★★★☆



 Mercedes-Benz A45 AMG From £38,000

3 The new RS3 may make it sound a little tame, but that doesn't mean its appeal is lost on us. Far from it. ★★★★★



BMW M135i From £31,000

4 Puts the old-school heft of a six-cylinder engine front and centre. Doesn't quite have the handling to match. ★★★★★☆



Subaru WRX STI From £29,000

5 **Sabaru WRX STi** From £22,999
Not a hatch and not brilliant, but the WRX is the last outpost of the once mighty Japanese presence in this class. ★★★★★

Visit autocar.co.uk for all of our Top Fives

Make and Model	Price	Bhp	CO ₂ /km	Insurance group
3.0 TDI 218 SE	£40485	215	125	35
3.0 TDI 218 SE quattro	£42245	215	138	40
3.0 TDI 272 SE quattro	£43805	268	138	40
3.0 BITDI 320 SE quattro	£48515	316	164	41
3.0 TDI 190 S Line Ultra	£36870	187	119	33
2.0 TDI 190 S Line quattro	£40160	187	133	-
3.0 TDI 218 S Line	£43010	215	125	35
3.0 TDI 218 S Line quattro	£44770	215	138	40
3.0 TDI 272 S Line quattro	£46330	268	138	40
3.0 BITDI 320 S Line quattro	£51040	316	164	41
3.0 TDI 190 Black Edition Ultra	£39045	187	119	33
2.0 TDI 190 Black Edition	£42335	187	133	-
3.0 TDI 218 Black Edition	£45185	215	127	35
3.0 TDI 218 Black Edition quattro	£46960	215	138	40
3.0 TDI 272 Black Edition quattro	£48520	268	138	40
3.0 BITDI 320 Black Edition quattro	£53330	316	164	41
4.0 TFSI 450 SE quattro	£58545	444	214	44
4.0 TFSI 500 RS quattro	£79085	552	223	50
4.0 TFSI 605 RS6 Performance	£86000	596	223	-
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more price ★★★★★				
3.0 TDI 218 quattro	£45755	215	145	39
3.0 TDI 218 Sport quattro	£49455	215	145	39
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 Sport quattro	£50115	268	149	42
3.0 BITDI 320 quattro	£52125	315	172	43
3.0 BITDI 320 Sport quattro	£55825	315	172	43
ACT SPORTBACK 5dr hatch A good mix of luxury, practicality and driver reward ★★★★★				
3.0 TDI 218 SE Executive Ultra	£46415	215	124	38
3.0 TDI 218 SE Exec quattro	£48170	215	138	41
3.0 TDI 272 SE Exec quattro	£50755	268	138	41
3.0 TFSI 333 S Line quattro	£53545	328	182	44
3.0 TDI 218 S Line Ultra	£49205	215	128	38
3.0 TDI 218 S Line quattro	£50980	215	142	41
3.0 TDI 272 S Line quattro	£53560	268	142	41
3.0 BITDI 320 S Line quattro	£57230	315	167	45
3.0 TFSI 333 Black Ed quattro	£58595	328	182	44
3.0 TDI 218 Black Ed quattro	£52500	215	142	41
3.0 TDI 272 Black Ed quattro	£55080	268	142	41
3.0 BITDI 320 Black Ed quattro	£58600	315	167	45
4.0 TFSI 450 S7 quattro	£63920	444	220	45
4.0 TFSI 560 RS7 quattro	£80255	552	221	50
4.0 TFSI 605 RS7 Performance	£91600	596	221	-
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon ★★★★★				
3.0 TDI 262 SE quattro	£60235	258	149	48
4.2 TDI 262 SE Exec quattro	£62840	258	149	48
4.2 TDI 385 SE Exec quattro	£73485	379	189	50
3.0 TDI 385 Sport quattro	£66475	258	155	48
4.2 TDI 385 Sport quattro	£77085	379	193	51
3.0 TDI 262 Edition 21 quattro	£73175	258	155	48
4.0 TFSI 520 S8 quattro	£81835	513	216	49
4.0 TFSI 605 S8 Plus quattro	£97700	596	231	-
A8L 3.0 TDI 262 SE quattro	£64235	258	153	48
A8L 3.0 TDI 262 SE Exec quattro	£66840	258	153	48
A8L 4.2 TDI 385 SE Exec quattro	£77450	379	190	50
A8L 3.0 TDI 262 Edition 21	£77140	258	159	49
A8L 6.3 W12 500	£98570	493	254	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV ★★★★★				
1.4 TFSI 150 SE	£25650	148	127	20
2.0 TFSI 180 SE quattro	£29910	177	152	28
2.0 TDI 150 SE	£27190	148	117	21
2.0 TDI 150 SE quattro	£28620	148	129	21
2.0 TDI 184 SE quattro	£29550	181	138	25
1.4 TFSI 150 S Line	£28330	138	131	20
2.0 TFSI 180 S Line quattro	£32460	177	155	28
2.0 TDI 150 S Line	£29740	148	119	21
2.0 TDI 150 S Line quattro	£31300	148	132	21
2.0 TDI 184 S Line quattro	£32100	181	140	25
2.0 TFSI 180 S Line Plus quattro	£34810	177	161	28
2.0 TDI 150 S Line Plus quattro	£33650	148	138	21
2.0 TDI 184 S Line Plus quattro	£34465	181	146	25
2.5 TFSI 340 RS Q3 quattro	£45810	335	203	37
Q5 5dr 4x4 Exceptionally good handling for an SUV, but very compromised ride ★★★★★				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
430d M Sport	£40945	255	139 40	
430d xDrive Luxury	£41960	255	145 39	
430d xDrive M Sport	£42460	255	145 39	
435d xDrive M Sport	£45245	308	150 41	
435d xDrive M Sport	£45745	308	150 41	
5 SERIES 4dr saloon No longer a handling benchmark.				
Superb interior	★★★★★			
520i SE	£33130	181	149 36	
520i Luxury	£35965	181	154 37	
520i M Sport	£35965	181	159 37	
528i SE	£36695	242	142 40	
528i Luxury	£39495	242	147 41	
528i M Sport	£39530	242	152 41	
535i Luxury	£44690	302	174 42	
535i M Sport	£44745	302	179 42	
550i Luxury	£57615	442	199 46	
550i M Sport	£57915	442	206 46	
ActiveHybrid 5 SE	£47790	302	149 44	
ActiveHybrid 5 Luxury	£48825	302	159 44	
ActiveHybrid 5 M Sport	£50625	302	163 44	
4.4 V8 M5	£73970	552	231 48	
518d SE	£30865	148	114 30	
518d Luxury	£33665	148	119 31	
518d M Sport	£33665	148	124 31	
520d SE	£32365	187	114 34	
520d Luxury	£35165	187	119 36	
520d M Sport	£35165	187	124 36	
525d SE	£36980	215	129 39	
525d Luxury	£39910	215	134 40	
525d M Sport	£39910	215	139 40	
530d SE	£41455	254	134 43	
530d Luxury	£44255	254	139 43	
530d M Sport	£44270	254	144 43	
535d Luxury	£48920	308	143 45	
535d M Sport	£48920	308	148 45	
5 SERIES TOURING 5dr estate Great overall package. 520d the best.				
520i SE	£35365	181	157 36	
520i Luxury	£38165	181	162 37	
520i M Sport	£38165	181	162 37	
528i SE	£38895	242	149 40	
528i Luxury	£41730	242	154 41	
528i M Sport	£41730	242	154 41	
535i Luxury	£46945	302	179 42	
535i M Sport	£46945	302	179 42	
518d SE	£33065	148	122 30	
518d Luxury	£35865	148	127 31	
518d M Sport	£35865	148	127 31	
520d SE	£34565	187	122 34	
520d Luxury	£37365	187	127 34	
520d M Sport	£37365	187	127 34	
525d SE	£39310	215	136 39	
525d Luxury	£42125	215	141 40	
525d M Sport	£42125	215	141 40	
530d SE	£43655	254	139 43	
530d Luxury	£46470	254	144 43	
530d M Sport	£46470	254	144 43	
535d Luxury	£51120	308	149 45	
535d M Sport	£51120	308	149 45	
5 SERIES GT 5dr hatch Fine cabin, but only seats four. Poor ride and steering.				
535i Luxury	£49465	302	192 44	
535i M Sport	£50265	302	192 44	
550i Luxury	£59515	442	214 46	
550i M Sport	£60465	442	214 46	
520d SE	£38045	181	148 33	
520d Luxury	£40845	181	144 34	
520d M Sport	£40845	181	144 34	
530d SE	£46965	254	157 43	
530d Luxury	£48965	254	153 43	
530d M Sport	£49765	254	153 44	
535d Luxury	£51885	308	154 46	
535d M Sport	£52685	308	154 46	
7 SERIES 4dr saloon Refined and spacious, as BMW rebalances its bland luxury saloon.				
740Li	£72060	321	159 44	
740Li M Sport	£75710	321	164 45	
750i	£76320	442	186 -	
750i M Sport	£79970	442	189 -	
730d M Sport	£64530	216	124 46	
730d xDrive	£68180	261	129 46	
730d xDrive M Sport	£67260	261	132 46	
730dL	£70910	261	137 46	
730dL M Sport	£68480	261	137 46	
730dL M Sport	£72260	261	132 46	
740d xDrive	£72060	315	134 -	
740d xDrive M Sport	£75710	315	139 -	
740i M Sport	£76010	315	137 -	
740i M Sport	£79675	315	142 -	
X1 5dr 4x4 Much improved on the oddity of its predecessor.				
xDrive 20i Sport	£31225	189	146 31	
xDrive 20i xLine	£32725	189	146 31	
xDrive 20i M Sport	£32725	189	146 -	
xDrive 18d SE	£26780	148	109 25	
xDrive 18d Sport	£28280	148	109 25	
xDrive 18d xLine	£29780	148	109 26	
xDrive 18d M Sport	£29780	148	109 -	
xDrive 18d SE	£28280	148	124 -	
xDrive 18d M Sport	£29780	148	124 -	
xDrive 18d xLine	£31280	148	124 -	
xDrive 18d M Sport	£31280	148	124 -	
xDrive 20d Sport	£30630	187	127 30	
xDrive 20d xLine	£32130	187	127 30	
xDrive 20d M Sport	£32130	187	127 -	
xDrive 25d xLine	£36060	227	132 34	
xDrive 25d M Sport	£36060	227	132 -	
X3 5dr 4x4 New X3 has an appealingly organic drive and practical body.				
xDrive 20d SE	£33795	187	135 30	
xDrive 20d xLine	£35295	187	135 30	
xDrive 20d M Sport	£36795	187	142 31	
xDrive 30d SE	£40295	254	149 39	
xDrive 30d xLine	£41795	254	149 40	
xDrive 30d M Sport	£43295	254	156 40	
xDrive 35d M Sport	£45895	308	157 43	
X4 5dr 4x4 A downsized X6. Respectable enough, but the cheaper X3 is a better option.				
xDrive 20d SE	£37395	187	135 31	
xDrive 20d xLine	£38895	187	135 31	
xDrive 20d M Sport	£40395	187	135 31	
xDrive 30d xLine	£45395	255	149 40	
xDrive 30d M Sport	£46895	255	149 40	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
430d M Sport	£49495	308	157 43	
X5 5dr 4x4 Very comfortable and capable. Although the bling M50d should be avoided.				
xDrive40e SE	£51845	241	77 41	
xDrive40e M Sport	£56545	241	78 42	
xDrive50i SE	£61185	442	224 46	
xDrive50i M Sport	£65315	442	226 47	
X5M	£90180	567	258 50	
xDrive25d SE	£44280	228	139 37	
xDrive25d M Sport	£48195	228	141 37	
xDrive25d SE	£46565	228	146 37	
xDrive25d M Sport	£51265	228	148 38	
xDrive30d SE	£49365	254	156 42	
xDrive30d M Sport	£54065	254	158 42	
xDrive40d SE	£52025	308	157 43	
xDrive40d M Sport	£56725	308	159 44	
M50d	£65040	375	173 47	
X6 5dr 4x4 The world's first off-road coupe, but appearance makes it difficult to love.				
xDrive50i SE	£63535	443	225 47	
xDrive50i M Sport	£67665	443	227 47	
X6M	£93080	567	258 50	
xDrive30d SE	£51615	254	157 41	
xDrive30d M Sport	£56315	254	159 42	
xDrive40d SE	£54275	308	163 44	
xDrive40d M Sport	£58975	308	165 45	
M50d	£67390	375	174 48	
Z4 2dr open Classy roadster. More cruiser than sports car.				
2.0 drive18i	£26960	154	159 33	
2.0 drive18i M Sport	£35375	154	159 34	
2.0 drive20i	£31790	181	159 34	
2.0 drive20i M Sport	£34955	181	159 35	
2.0 drive28i M Sport	£39340	241	159 40	
3.0 drive35i M Sport	£44960	302	219 42	
3.0 drive35i	£47905	335	211 43	
6 SERIES GRAN COUPÉ 4dr saloon Back door provides a brilliant visual coupé.				
640i SE	£59430	315	178 50	
640i M Sport	£63030	315	182 50	
650i Sport	£69790	443	206 50	
650i M Sport	£72390	443	206 50	
640d SE	£94750	552	231 50	
640d M Sport	£62295	509	147 50	
640d SE	£66930	509	152 50	
6 SERIES COUPÉ 2dr coupé Great engines and interior. More GT than sports car.				
640i SE	£59430	315	176 50	
640i M Sport	£63030	315	180 50	
650i Sport	£69790	437	206 50	
650i M Sport	£72390	437	206 50	
640d SE	£92350	552	231 50	
640d M Sport	£62295	509	143 50	
640d SE	£66930	509	147 50	
6 SERIES CONVERTIBLE 2dr open Great engines and interior. More GT than sports car.				
650i M Sport	£77990	443	213 50	
650i Sport	£75690	443	213 50	
640i SE	£65330	315	179 50	
640i M Sport	£68630	315	184 50	
640d SE	£97300	552	239 50	
640d M Sport	£68195	509	149 50	
640d SE	£71530	509	153 50	
13dr 5dr hatch Superb really, but price and not free from the usual electric car practicality issues.				
13i EV	£30980	168	0 21	
13i EV Range Extender	£34130	168	13 21	
18 2dr coupé Petrol-electric sports coupé is compelling and entertaining.				
1.5	£10450	357	49 50	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
CT5-V 4dr saloon	A genuine rival to Europe's finest supercars.			
6.2 V8	£75255	604	298 50	
CT5 4dr saloon	Sharp-looking big saloon needs a diesel.			
2.0 TRD Elegance	£39265	272	180 44	
2.0 ATWD Elegance	£41555	272	193 44	
2.0 TRD Luxury	£43865	272	180 44	
2.0 ATWD Luxury	£46055	272	193 44	
2.0 TRD Performance	£46365	272	180 44	
2.0 ATWD Performance	£48655	272	193 44	
2.0 TRD Premium	£50665	272	180 44	
2.0 ATWD Premium	£52355	272	193 44	
SRX 5dr hatch Cadillac's crossover available in the UK market.				
3.6 V6 AWD Premium	£47600	314	252 -	
ESCALADE 5dr 4x4 Cadillac's luxury SUV, but remains large and ungainly.				
6.2 V8 AWD	ENA	420	302 -	
6.2 V8 ESV AWD	ENA	420	302 -	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
SEVEN 2dr open	Pound for pound, still the most compelling way to spend five figures.			
0.7 160	£14995	80	114 -	
1.6 270	£19995	135	-	
2.0 360	£23995	180	-	
2.0 420	£26995	210	-	
2.6 620R	£50000	310	-	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
CHEROLET				
CORVETTE 2dr coupé	Left-hand drive heavy hitter. Serious engine for the money.			
6.2				

AUTOCAR TOP FIVES

Sport coupés



1 Porsche Cayman From £40,000
Starter Cayman is as good as it gets. Scalpel-blade incisiveness folded into supreme usability. Prettier now, too. ★★★★★



2 Toyota GT86 From £25,000
Who knew Toyota had another masterpiece in it after the Lexus LFA? Fun doesn't cover it. A life companion. ★★★★★



3 BMW M235i From £34,000
Towers over most obvious rivals. Only by comparing it with BMW's best ever do the marginal demerits appear. ★★★★★



4 Audi TT S From £38,000
Costliest version gets the deffest chassis ever to underpin a TT – the best reason yet to buy into Audi's coupé. ★★★★★



5 Peugeot RCZ R From £32,000
The hot RCZ finally delivers the vivid driving experience its appearance always deserved. A serious prospect. ★★★★★

Visit autocar.co.uk for all of our Top Fives

Make and Model	Price	Bhp	CO ₂ /km	Insurance group
1.5 TDCi 120i Style	£18795	103	98	11
1.5 TDCi 95i Zetec	£19295	93	98	16
1.5 TDCi 115i Titanium	£21195	114	109	16
2.0 TDCi 150i Titanium	£26235	148	105	16
2.0 TDCi 150i Zetec Red Edition	£22810	148	105	16
2.0 TDCi 150i Zetec Black Edition	£22335	148	105	16
2.0 TDCi 150i Titanium X	£24635	148	105	-
2.0 TDCi 185 ST-1	£24295	182	110	34
2.0 TDCi 185 ST-2	£24245	182	110	35
2.0 TDCi 185 ST-3	£26295	182	110	36
23kW Electric	£31145	140	0	-

FOCUS ESTATE 5dr estate Well-mannered and comfortable. An Octavia carries more. ★★★★★

1.0T 100 EcoBoost Style	£18695	99	109	10
1.0T 100 EcoBoost Titanium	£21195	99	109	10
1.0T 100 EcoBoost Titanium X	£23195	99	109	10
1.0T 100 EcoBoost Zetec	£19695	99	109	10
1.0T 125 EcoBoost Zetec	£21695	123	110	14
1.0T 125 EcoBoost Titanium X	£23695	123	110	14
1.0T 125 EcoBoost Style Auto	£20445	123	125	14
1.0T 125 EcoBoost Zetec	£20195	123	110	14
1.0T 125 EcoBoost Zetec S	£21445	123	110	14
1.5 TDCi 120i Titanium	£22395	118	98	11
1.5 TDCi 120i Titanium X	£24395	118	98	11
1.5 TDCi 120i Zetec	£20895	118	98	11
1.5 TDCi 120i Zetec S	£22145	118	98	11
1.5 TDCi 95i Style	£19395	94	98	11
1.5T 150i EcoBoost Titanium	£22195	148	128	14
1.5T 150i EcoBoost Zetec	£21945	148	127	14
1.5T 150i EcoBoost Titanium X	£24920	180	128	14
1.6 85i Style	£17095	83	139	11
1.6 105i Style	£18180	103	139	11
1.6 125i Style Powershift	£19945	123	146	14
1.6 125i Titanium Powershift	£22445	123	146	14
1.6 125i Zetec Powershift	£20945	123	146	14
1.6 125i Zetec S Powershift	£22195	123	146	14
1.6 TDCi 115i Titanium	£22295	114	109	16
1.5 TDCi 120i Zetec	£20895	118	98	11
1.5 TDCi 120i Zetec S	£21045	118	98	11
1.5 TDCi 95i Style	£19395	94	98	11
1.5 TDCi 95i Zetec	£20395	94	98	11
1.5 TDCi 105i Style Econetic	£20245	103	88	11
1.5 TDCi 120i Style	£19895	118	98	11
2.0 TDCi 150i Titanium	£23735	148	105	16
2.0 TDCi 185 ST-1	£23595	182	110	34
2.0 TDCi 185 ST-2	£25345	182	110	34
2.0 TDCi 185 ST-3	£27395	182	110	36
2.0T 250 EcoBoost ST-1	£23595	247	159	34
2.0T 250 EcoBoost ST-2	£25345	247	159	35
2.0T 250 EcoBoost ST-3	£27395	247	159	36
2.0 TDCi 150i Titanium X	£25735	148	105	16

MONDEO 5dr hatch Still the best big saloon. Practical, comfortable, rewarding. ★★★★★

1.5 TDCi 120i Econetic Style	£21395	118	94	-
2.0 TDCi 150i Econetic Style	£22145	148	107	-
1.0T EcoBoost 125i Zetec	£20495	123	119	-
1.5T EcoBoost 160i Zetec	£21845	158	134	-
1.5 TDCi 120i Econetic Zetec	£22495	118	94	-
2.0 TDCi 150i Econetic Zetec	£23245	148	107	-
2.0 TDCi 150i Zetec	£23095	148	109	-
2.0 TDCi 150i Zetec AWD	£24595	148	124	-
1.5T EcoBoost 160i Titanium	£23245	158	134	-
2.0T EcoBoost 240i Titanium	£26750	237	171	-
2.0 TDCi 120i Eco Titanium	£23795	118	94	-
2.0 TDCi 150i Eco Titanium	£24545	148	107	-
2.0 TDCi 150i Titanium	£24495	148	107	-
2.0 TDCi 150i Titanium AWD	£25995	148	124	-
2.0 TDCi 180i Titanium	£25245	178	117	-
2.0 TDCi 180i Titanium AWD	£28245	178	138	-
2.0 TDCi 210i Titanium Auto	£27495	207	130	-
2.0 TDCi 210i Titanium Hybrid	£26445	185	99	-
2.0 TDCi 210i Titanium Hybrid	£30095	185	99	-
2.0T EcoBoost 240i Vignale	£30850	237	171	-
2.0 TDCi 180i Vignale	£29345	178	117	-
2.0 TDCi 180i Vignale AWD	£32345	178	138	-
2.0 TDCi 210i Vignale Auto	£31595	207	130	-

MONDEO ESTATE 5dr estate A vast and enjoyable estate. Reasonably priced. ★★★★★

1.5 TDCi 120i Econetic Style	£22645	118	99	-
2.0 TDCi 150i Econetic Style	£23395	148	109	-
1.0T EcoBoost 125i Zetec	£21745	123	120	-
1.5T EcoBoost 160i Zetec	£23080	158	137	-
1.5 TDCi 120i Econetic Zetec	£23745	118	99	-
2.0 TDCi 150i Econetic Zetec	£24495	148	109	-
2.0 TDCi 150i Zetec	£24345	148	112	-
2.0 TDCi 150i Zetec AWD	£25845	148	127	-
1.5T EcoBoost 160i Titanium	£24480	158	139	-
2.0T EcoBoost 240i Titanium	£28055	237	176	-
1.5 TDCi 120i Eco Titanium	£25045	118	99	-
2.0 TDCi 150i Eco Titanium	£25795	148	109	-
2.0 TDCi 150i Titanium	£25745	148	115	-
2.0 TDCi 150i Titanium AWD	£27375	148	131	-
2.0 TDCi 180i Titanium	£26495	178	119	-
2.0 TDCi 180i Titanium AWD	£29510	178	141	-
2.0 TDCi 210i Titanium Auto	£28875	207	134	-
2.0T EcoBoost 240i Vignale	£32155	237	176	-
2.0 TDCi 180i Vignale	£30595	178	119	-
2.0 TDCi 180i Vignale AWD	£33610	178	141	-
2.0 TDCi 210i Vignale Auto	£32975	207	134	-

KUGA 5dr 4x4 Bigger Kuga has taken a stylistic step backwards, but the strengths remain. ★★★★★

1.5T 120i EcoBoost Zetec	£19995	118	143	20
1.5T 150i EcoBoost Zetec	£20995	148	143	20
1.5T 182i EcoBoost Zetec AWD	£25150	180	171	21
2.0 TDCi 150i Zetec	£22695	148	122	20
2.0 TDCi 150i Zetec AWD	£24195	148	135	20
1.5T 150i EcoBoost Titanium	£22895	148	143	20
1.5T 182i EcoBoost Titanium AWD	£27050	180	171	21
2.0 TDCi 150i Titanium	£24595	148	122	20
2.0 TDCi 180i Titanium AWD	£26595	177	135	22
1.5T 150i Ebst Titanium Sport	£24545	148	143	20
1.5T 182i Ebst Titan'm Sport AWD	£28700	180	171	21
2.0 TDCi 150i Titanium Sport	£26245	148	122	20
2.0 TDCi 180i Titan'm Sport AWD	£28245	177	135	22
1.5T 150i EcoBoost Titanium X	£25795	148	143	20
1.5T 182i Ebst Titan'm X AWD	£29950	180	171	21
2.0 TDCi 150i Titanium X 2WD	£27495	148	122	20
2.0 TDCi 180i Titanium X AWD	£29495	177	135	22
1.5T 150i Titanium X Sport	£28645	148	143	20
1.5T 182i Ebst Titanium X Sport	£32800	180	171	21
2.0 TDCi 150i Titanium X Sport	£30345	148	122	20
2.0 TDCi 180i Titanium X Sport	£32345	178	135	22

C-MAX 5dr MPV As fun to drive as it is easy to live with. ★★★★★

1.0T 100 EcoBoost Zetec S-S	£18695	99	117	10
1.0T 125 EcoBoost Zetec S-S	£19195	123	117	10
1.0T 100 EcoBoost Titanium S-S	£20195	99	117	10
1.0T 125 EcoBoost Titanium S-S	£20695	123	117	10
1.0T 125 Ebst Titanium X-S	£22695	123	117	14
1.6 125i Zetec	£18195	123	149	11
1.6T 150i EcoBoost Titanium S-S	£20855	148	144	19
1.6T 182i EcoBoost Titanium S-S	£23605	180	144	22
1.5 TDCi 105i Zetec Econetic	£20245	103	99	16
1.5 TDCi 120i Zetec	£20045	118	105	16
1.5 TDCi 120i Titanium	£21545	114	105	16
1.5 TDCi 120i Titanium X	£23545	114	105	16
2.0 TDCi 150i Titanium	£22895	148	114	20
2.0 TDCi 150i Titanium X	£24895	148	114	22

GRAND C-MAX 5dr MPV Fun and practical small seven seater. ★★★★★

1.0T 100 EcoBoost Zetec S-S	£20295	99	119	10
1.0T 125 EcoBoost Zetec S-S	£20795	123	119	10
1.0T 100 EcoBoost Titanium S-S	£21795	99	119	10
1.0T 125 EcoBoost Titanium S-S	£22295	123	119	10
1.0T 125 Ebst Titanium X-S	£24295	99	119	14
1.6T 150i EcoBoost Titanium S-S	£22250	148	149	19
1.6T 182i EcoBoost Titanium S-S	£24950	180	149	22
1.5 TDCi 120i Zetec	£21645	118	113	16
1.5 TDCi 120i Titanium	£22045	118	113	16
1.5 TDCi 120i Titanium X	£25145	114	113	16
2.0 TDCi 150i Titanium	£24495	148	119	20
2.0 TDCi 150i Titanium X	£26495	161	119	22

S-MAX 5dr MPV Proof that MPVs need not be boring or ungainly. Still the benchmark. ★★★★★

1.5 SCTi EcoBoost 160i Zetec	£24795	158	149	-
2.0 TDCi 120i Zetec	£25495	118	129	-
2.0 TDCi 150i Zetec	£26245	148	129	-
1.5 SCTi Ebst 160i Titanium	£26645	158	149	-
2.0 TDCi 150i Titanium	£28095	148	129	-
2.0 TDCi 150i Titanium AWD	£29595	148	139	-
2.0 TDCi 180i Titanium	£28845	178	129	-
2.0 SCTi Ebst 240i Titan'm Sport	£31695	237	180	-
2.0 TDCi 180i Titanium Sport	£30345	178	129	-
2.0 TDCi 180i Titan'm Sport AWD	£33345	178	149	-
2.0 TDCi 210i Titanium Sport	£32645	207	144	-

GALAXY 5dr MPV Huge seven-seat MPV. Easy to place on the road. Not cheap. ★★★★★

1.5 SCTi EcoBoost 160i Zetec	£26695	158	149	-
2.0 TDCi 120i Zetec	£27845	118	129	-
2.0 TDCi 150i Zetec	£28595	148	129	-
1.5 SCTi Ebst 160i Titanium	£28995	158	149	-
2.0 TDCi 150i Titanium	£30395	148	129	-
2.0 TDCi 150i Titanium AWD	£31945	148	139	-
2.0 TDCi 180i Titanium	£31195	178	129	-
2.0 SCTi Ebst 240i Titanium X	£35595	237	180	-
2.0 TDCi 150i Titanium X	£33495	148	129	-
2.0 TDCi 180i Titanium X	£34245	178	129	-
2.0 TDCi 180i Titan'm X AWD	£37195	178	149	-
2.0 TDCi 210i Titanium X	£36545	207	144	-

TOURNEO CONNECT 5dr MPV Ford's van-based MPV is practical and spacious. ★★★★★

1.0T EcoBoost 100i Style	£14495	98	129	-
1.5 TDCi 100i Style	£15645	98	120	-
1.5 TDCi 100i Style Fuel Eco	£16005	98	111	-
1.0T EcoBoost 100i Zetec	£16145	98	129	-
1.5 TDCi 100i Zetec	£17295	98	120	-
1.5 TDCi 100i Zetec Fuel Eco	£17655	98	111	-
1.5 TDCi 120i Zetec	£18245	118	115	-
1.5 TDCi 100i Titanium	£18695	98	120	-
1.5 TDCi 100i Titanium Fuel Eco	£19055	98	111	-
1.5 TDCi 120i Titanium	£19645	118	115	-

GRAND TOURNEO CONNECT 5dr MPV Ford's van-based MPV in 7-seat form. ★★★★★

1.5 TDCi 100i Style	£17895	98	124	-
1.5 TDCi 100i Style Fuel Eco	£18255	98	115	-
1.5 TDCi 100i Zetec	£19545	98	124	-
1.5 TDCi 100i Zetec Fuel Eco	£19905	98	115	-
1.5 TDCi 120i Zetec	£20495	118	119	-
1.5 TDCi 120i Titanium	£21895	118	119	-

MUSTANG 2dr coupé American muscle built for the UK, what's not to love. ★★★★★

2.3 EcoBoost Fastback	£30495	312	179	-
2.3 EcoBoost Convertible	£34495	312	184	-
5.0 V8 Fastback	£34495	410	299	-
5.0 V8 Convertible	£38495	410	306	-

GINETTA

G40 2dr coupé Road-legal race car with stripped-out charm to spare. ★★★★★

R £39960 175 181 -

G60 2dr coupé Road-legal race car with stripped-out charm to spare. ★★★★★

3.7 V6 £29950 310 181 -

HONDA

JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini. ★★★★★

1.3 i-VTEC S	£13495	100	116	13
1.3 i-VTEC SE	£14595	100	116	13
1.3 i-VTEC SE Navi	£15205	100	116	13
1.3 i-VTEC EX	£15715</			

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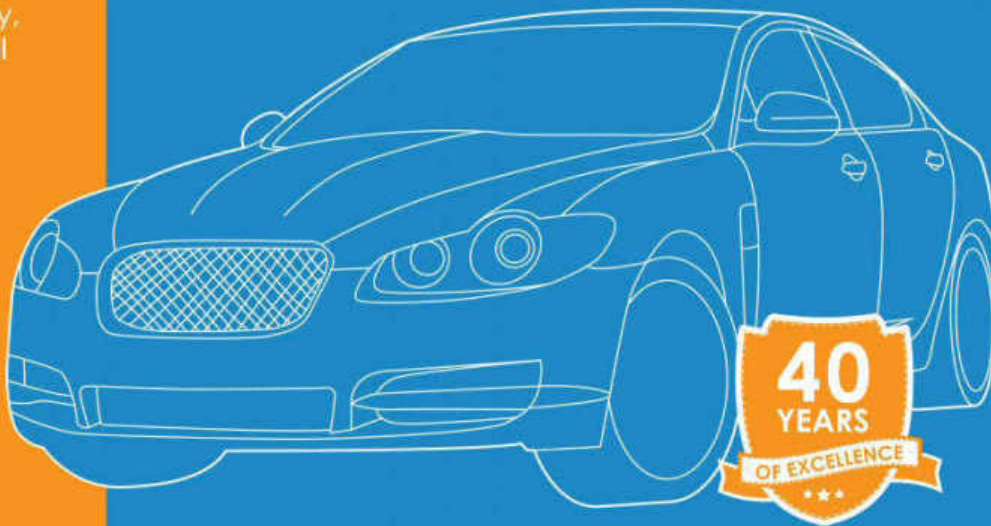
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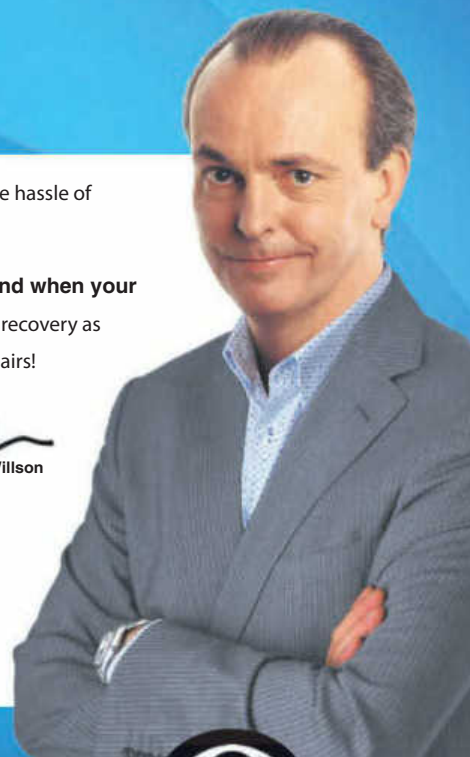


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2.0i 240 Portfolio	£33740	237	179	-	1.0 2	£10145	65	105	2	AVANTADOR 2dr coupé Big, bullish and ballistic. But not perfect. ★★★★★	300h Premier	£43745	179	113	33	300h Premier	£43745	179	113	33	
2.0i 340 S	£44995	335	194	-	1.25 2 ISG	£10745	84	106	2	6.5 LP700-4	£260040	690	398	-	450h Luxury	£45495	288	141	42		
2.0d 163 SE	£29775	159	99	-	1.25 3 ISG	£11745	84	106	2	6.5 LP700-4 Roadster	£288840	690	370	-	450h F Sport	£51495	288	145	42		
2.0d 163 Prestige	£30775	161	99	-	1.25 4 ISG	£12295	84	106	2	LP750-4 Superevo	£315078	740	370	-	450h Premier	£51495	288	141	42		
2.0d 163 R-Sport	£32325	161	99	-	RIO 3dr hatch Looks great, but it's well off the European saloon pace. ★★★★★	£10345	83	115	2	LP750-4 Superevo Roadster	ENA	740	370	-	LS 4dr saloon Uninspiring luxury barge with a huge kit attached. ★★★★★	460 Luxury	£71995	382	249	48	
2.0d 163 Portfolio	£32975	161	99	-	1.25 1	£10345	83	115	2	LAND ROVER					460 F-Sport	£74495	382	249	48		
2.0d 180 SE	£30275	178	109	-	1.25 SR7	£11845	83	115	3	DEFENDER 90 3dr 4x4 An institution. Unbeatable off road, crude on it. ★★★★★	600h L Premier	£99995	389	199	50	NX 5dr hatch Some good ideas, but dramatically off the pace to drive. ★★★★★	300h S	£29495	153	116	29
2.0d 180 Prestige	£31275	178	109	-	1.25 2	£12245	83	115	3	90 2.2D Hard Top	£23100	120	266	-	300h SE	£31495	153	121	31		
2.0d 180 R-Sport	£33025	178	109	-	1.4 2 ISG	£13045	107	114	7	90 2.2D Wagon	£25265	120	269	25	300h Luxury	£34495	153	121	31		
2.0d 180 Portfolio	£33675	178	109	-	1.4 3 ISG	£14445	107	114	7	90 2.2D County	£27305	120	269	25	300h F Sport	£36995	153	121	32		
XF 4dr saloon Sublime Brit exec. Great interior and dynamics. XFR a five-star car. ★★★★★					1.4 3 ISG	£15545	89	98	6	90 2.2D XS S Wagon	£30505	120	269	26	300h Premier	£42995	153	121	33		
2.0d 163 Portfolio	£36400	161	104	33	CEED 5dr hatch Another looker from Schreyer, but dynamically forgettable. ★★★★★	1.4 CRD1 3 ISG	£14905	98	138	7	DEFENDER 110 5dr 4x4 An institution. Unbeatable off road, crude on it. ★★★★★	£25010	120	295	26	RX 5dr 4x4 Low flexibility, but hybrid function makes a degree of economic sense. ★★★★★	200t F Sport	£33995	235	181	-
2.0d 163 R-Sport	£34200	161	104	33	1.4 CRD1 891	£16195	89	109	8	110 2.2D Hard Top	£28170	120	266	-	200t S	£45995	235	184	-		
2.0d 180 R-Sport	£35100	178	114	38	1.6 CRD1 134 1 ISG	£16795	134	94	11	110 2.2D Utility Wagon	£29550	120	295	28	200t F Sport	£48995	235	184	-		
2.0d 163 Prestige	£32300	161	104	33	1.6 CRD1 891	£16795	134	94	11	110 2.2D XS S Wagon	£34050	120	295	28	450h SE	£46995	259	127	41		
2.0d 180 Prestige	£32800	178	114	38	1.6 CRD1 134 1 ISG	£17795	134	124	12	DISCOVERY 5dr 4x4 The best compromise between off and on-road ability. ★★★★★	450h Luxury	£49995	259	127	41						
2.0d 180 Portfolio	£37300	178	114	40	1.6 CRD1 891	£17795	134	124	12	300h SE	£41600	252	203	39	450h Premier	£52995	259	127	42		
3.0 V6 300 S	£49945	271	144	44	1.6 CRD1 134 2 ISG	£18895	134	99	13	300h F Sport	£47500	252	203	39	RC-F 2dr coupé An also-ran in the segment, although naturally-aspirated V8 is easy to like. ★★★★★	5.0 V8	£59995	471	251	48	
3.0 V6 380 S	£49945	271	198	44	1.6 CRD1 118 3 ISG	£20120	118	115	11	5.0 V8 Carbon	£67995	471	251	50							
XJ 4dr saloon Modern looks finally match modern dynamics. ★★★★★	£76085	335	211	-	1.6 CRD1 134 3 ISG	£20695	134	99	13	LOTUS											
3.0 V6 R-Sport	£71625	296	155	-	1.6 CRD1 118 3 ISG	£22295	134	102	14	ELISE 2dr open Pure sports car. Great chassis and steering, low running costs. ★★★★★	1.6 Sport	£29900	134	149	43						
3.0 V6 Portfolio	£71885	335	211	-	1.6 CRD1 134 4 ISG	£24295	134	102	16	1.8 Sport 220	£36500	217	173	43							
3.0 V6 Portfolio LWB	£77185	335	211	-	1.6 CRD1 118 3 ISG	£20120	118	115	11	1.8 20th Anniversary Edition	£39900	217	175	43							
3.0 V6 Autobiography LWB	£80250	296	155	49	1.6 CRD1 134 4 ISG	£20275	134	102	14	1.8 200 Cup	£43500	217	175	43							
5.0 V8 Autobiography LWB	£100000	503	264	59	1.6 CRD1 134 4 ISG	£23495	134	102	14	Cup R	£49950	217	-	-							
5.0 V8 XJR	£92405	543	264	50	1.6 CRD1 134 4 ISG	£25495	134	102	16	EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road. ★★★★★	3.5 V6 S	£54500	345	235	47						
3.0 V6 Luxury	£58690	296	149	48	CEE'D SPORTWAGON 5dr estate Another slightly bigger looker, but also forgettable. ★★★★★	1.6 CRD1 134 4 ISG	£27195	134	102	14	3.5 V6 S Roadster	£55500	345	235	47						
3.0 V6 Luxury LWB	£61690	296	149	48	1.4 CRD1 891	£17395	89	109	8	3.5 V6 S Club Racer	£56900	345	235	47							
3.0 V6 Premium Luxury	£62690	296	149	48	1.4 CRD1 891	£17395	89	109	8	3.5 V6 Cup R	£74995	363	-	-							
3.0 V6 Premium Luxury LWB	£65690	296	149	48	1.4 CRD1 891	£17395	89	109	8	MASERATI											
3.0 V6 Portfolio	£69725	296	155	49	1.4 CRD1 891	£17395	89	109	8	GHIBLI 4dr saloon Classy and entertaining but less polished than a 5-Series. ★★★★★	3.0 V6 S	£53580	325	207	50						
3.0 V6 Portfolio LWB	£72725	296	155	49	1.4 CRD1 891	£17395	89	109	8	3.0 V6 S	£64730	404	223	50							
F-TYPE 2dr coupé Cheaper than the roadster. Gains in rigidity mean it's better too. ★★★★★					1.4 CRD1 891	£17395	89	109	8	3.0 V6 S	£91600	271	158	50							
3.0 V6	£53555	335	199	50	1.4 CRD1 891	£17395	89	109	8	QUATTROPORTE 4dr saloon Not quite as sophisticated as it might have been. ★★★★★	3.0 V6 S	£81565	404	223	50						
3.0 V6 S	£62555	375	203	50	1.4 CRD1 891	£17395	89	109	8	3.8 V6 GTs	£109635	523	250	50							
3.0 V6 S AWD	£67405	375	211	50	1.4 CRD1 891	£17395	89	109	8	3.0 V6 GT4	£69235	271	163	50							
3.0 V6 British Design Ed AWD	£75255	375	211	50	1.4 CRD1 891	£17395	89	109	8	GRANTURISMO 2dr coupé Fantastic looks and soundtrack, average chassis. ★★★★★	4.2 V8	£82890	400	330	50						
5.0 V8 R	£86810	543	255	50	1.4 CRD1 891	£17395	89	109	8	4.7 V8 Sport	£91420	453	330	50							
5.0 V8 R AWD	£91660	543	269	50	1.4 CRD1 891	£17395	89	109	8	4.7 V8 MC Stradale	£110745	453	360	50							
F-TYPE CONVERTIBLE 2dr open Serious money. But a serious car with a likeable wild side. ★★★★★					1.4 CRD1 891	£17395	89	109	8	4.7 V8 MC Centennial Edition	£119465	453	360	50							
3.0 V6	£59040	335	199	50	1.4 CRD1 891	£17395	89	109	8	GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis. ★★★★★	4.7 V8 MC Centennial Edition	£125045	453	337	50						
3.0 V6 S	£68040	375	203	50	1.4 CRD1 891	£17395	89	109	8												
3.0 V6 S AWD	£72890	375	211	50	1.4 CRD1 891	£17395	89	109	8												
3.0 V6 British Design Ed AWD	£80390	375	211	50	1.4 CRD1 891	£17395	89	109	8												
5.0 V8 S	£92295	543	255	50	1.4 CRD1 891	£17395	89	109	8												
5.0 V8 S AWD	£97145	543	269	50	1.4 CRD1 891	£17395	89	109	8												
F-PACE 5dr 4x4 Jaguar's first foray into the luxury SUV market. ★★★★★					1.4 CRD1 891	£17395	89	109	8												
2.0d 180 Prestige	£34170	177	129	-	1.4 CRD1 891	£17395	89	109	8												
2.0d 180 Prestige AWD	£36110	177	134	-	1.4 CRD1 891	£17395	89	109	8												
2.0d 180 R-Sport	£36670	177	129	-	1.4 CRD1 891	£17395	89	109	8												
2.0d 180 R-Sport AWD	£38610	177	134	-	1.4 CRD1 891	£17395	89	109	8												
2.0d 180 Portfolio	£39170	177	129	-	1.4 CRD1 891	£17395	89	109	8												
2.0d 180 Portfolio AWD	£41110	177	134	-	1.4 CRD1 891	£17395	89	109	8												
3.0d V6 300 S AWD Auto	£51450	296	159	-	1.4 CRD1 891	£17395	89	109	8												
3.0 V6 380 S AWD Auto	£51450	375	209	-	1.4 CRD1 891	£17395	89	109	8												
Jeep					1.4 CRD1 891	£17395	89	109	8												
RENEGADE 5dr 4x4 Middling compact crossover with chunky looks but no obvious charm. ★★★★★					1.4 CRD1 891	£17395	89	109	8												
1.6 E-Torq Sport	£11295	109	141	-	1.4 CRD1 891	£17395	89	109	8												
1.6 Multijet II Sport	£18995	118	115	-	1.4 CRD1 891	£17395	89	109	8												
1.6 E-Torq Longitude	£19195	109	141	-	1.4 CRD1 891	£17395	89	109	8												
1.4 Multiair II Longitude	£20395	138	140	-	1.4 CRD1 891	£17395	89	109	8												
1.4 Multiair II Longitude DDCT	£21795	138	137	-	1.4 CRD1 891	£17395	89	109	8												
1.6 Multijet II Longitude	£20895	108	115	-	1.4 CRD1 891	£17395	89	109	8												
2.0 Multijet II Longitude 4WD	£23395	138	134	-	1.4 CRD1 891	£17395	89	109	8												
1.4 Multiair II Limited	£22995	138	140	-	1.4 CRD1 891	£17395	89	109	8												
1.4 Multiair II Limited DDCT	£24395	138	137	-	1.4 CRD1 891	£17395	89	109	8												
1.4 Multiair II Limited 4WD	£27195	168	160	-	1.4 CRD1 891	£17395	89	109	8												
1.6 Multijet II Limited	£23495	108	115	-	1.4 CRD1 891	£17395	89	109	8												
2.0 Multijet II Limited 4WD	£25995	138	134	-	1.4 CRD1 891	£17395	89	109	8												
2.0 Multijet II Ltd 4WD Auto	£27795	138	150	-	1.4 CRD1 891	£17395	89	109	8												
2.0 Multijet II Trailhawk	£28595	168	151	-	1.4 CRD1 891	£17395	89	109	8												
WRANGLER 3dr 4x4 Heavy-duty off-roader lacks on-road manners. ★★★★★					1.4 CRD1 891	£17395	89	109	8												
3.6 V6 Sahara	£30240	280	263	-	1.4 CRD1 891</																

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.2D 150 SE-L	£21245	148	107	24
2.2D 150 SE-L Nav	£21845	148	107	24
2.2D 150 Sport Nav	£22795	148	107	24
6.4dr saloon A compelling mix of size, economy and performance. Interior a let down ★★★★★				
2.0 145 SE	£19795	143	129	18
2.0 145 SE Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	16
2.0 145 SE-L Nav	£21495	143	129	16
2.0 165 Sport Nav	£24595	162	135	19
2.2D 150 SE	£22295	148	108	21
2.2D 150 SE Nav	£22995	148	108	21
2.2D 150 SE-L	£23295	148	108	19
2.2D 150 SE-L Nav	£23995	148	108	19
2.2D 150 Sport Nav	£26395	148	108	21
2.2D 175 Sport Nav	£26795	173	119	23
6.70URER 5dr estate A compelling mix of size, economy and performance. ★★★★★				
2.0 165 Sport Nav	£25395	162	135	19
2.2D 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.0 145 SE-L Nav	£22425	143	131	16
2.2D 150 SE	£23095	148	116	21
2.2D 150 SE Nav	£23795	148	116	21
2.2D 150 SE-L	£24095	148	116	19
2.2D 150 SE-L Nav	£24795	148	116	19
2.2D 150 Sport Nav	£27195	148	116	21
CX-3 5dr 4x4 Superb diesel engine mated to above average package ★★★★★				
2.0 120 SE	£11795	118	137	17
2.0 120 SE Nav	£18195	118	137	17
2.0 120 SE-L	£18995	118	137	15
2.0 120 SE-L Nav	£19595	118	137	15
2.0 120 Sport Nav	£20495	118	137	17
2.0 150 Sport Nav AWD	£24995	148	150	19
1.5D 105 SE	£18995	104	105	15
1.5D 105 SE-L	£19595	104	105	16
1.5D 105 SE-L Nav	£20395	104	105	16
1.5D 105 SE-L Nav	£20995	104	105	14
1.5D 105 Sport Nav	£21895	104	105	-
1.5D 105 Sport Nav AWD	£23395	104	123	-
CX-5 5dr 4x4 Superb diesel engine mated to above average package ★★★★★				
2.0 165 SE-L Nav	£23195	162	139	15
2.0 165 Sport Nav	£25695	162	139	16
2.2D 150 SE-L Nav	£24995	148	119	18
2.2D 150 SE-L Lux Nav	£26595	148	119	20
2.2D 150 Sport Nav	£27495	148	119	19
2.2D 150 SE-L Nav AWD	£26995	148	136	17
2.2D 175 Sport Nav AWD	£29795	173	136	21
MX-5 2dr open The old recipe – but done better. Lean, low-cost and pretty. As it should be ★★★★★				
1.5i Sport Nav	£22445	129	139	26
1.5i SE	£18495	129	139	25
1.5i SE-L	£19245	129	139	25
1.5i SE-L Nav	£19845	129	139	26
1.5i Sport	£21845	129	139	26
2.0i SE-L	£20095	153	161	29
2.0i SE-L Nav	£20695	153	161	29
2.0i Sport	£22695	153	161	29
2.0i Sport Nav	£23295	153	161	29
2.0i Sport Recaro	£24295	153	161	29
MCLAREN				
650S 2dr coupé Extraordinary pace and handling. The car the 12C should have been ★★★★★				
3.8 V8	£195250	641	275	50
650S SPIDER 2dr open More of the same although noisier – and better for it ★★★★★				
3.8 V8	£215250	641	275	50
570S 2dr coupé A supercar-slayer for a new age. Blisteringly fast and exciting ★★★★★				
3.8 V8	£143250	562	249	50
540C 2dr coupé The affordable end of McLaren's spectrum ★★★★★				
3.8 V8	£126000	533	249	50
MERCEDES-BENZ				
A-CLASS 5dr hatch Desirability on message; ride quality seriously off-piste ★★★★★				
A180 SE	£21065	121	127	17
A180 Sport	£22190	121	131	17
A180 AMG Line	£23485	121	132	18
A200 Sport	£23715	154	132	18
A200 AMG Line	£25010	154	132	22
A250 AMG Line	£28995	215	158	27
A250 AMG Line 4Matic	£31945	215	154	29
A45 AMG 4MATIC	£39995	375	162	41
A180d SE	£22140	107	89	13
A180d Sport	£23135	107	102	13
A180d AMG Line	£24430	107	102	14
A200d SE	£23215	134	106	17
A200d Sport	£24210	134	111	17
A200d AMG Line	£25505	134	111	18
A220d AMG Line	£28385	174	107	22
A220d Motorsport Edition	£31635	174	107	23
A220d AMG Line 4Matic	£29885	174	124	21
A220d Motorsport Edit 4Matic	£33135	174	124	23
B-CLASS 5dr hatch A slightly odd prospect, but practical and classy ★★★★★				
B180 SE	£21825	120	129	19
B180 Sport	£22950	120	132	19
B180 AMG Line	£24245	120	132	19
B200 SE	£23350	154	130	22
B200 Sport	£24475	154	132	22
B200 AMG Line	£25770	154	132	22
B180d SE	£22900	107	104	15
B180d Sport	£23895	107	107	15
B180d AMG Line	£25190	107	107	15
B200d SE	£23975	134	109	19
B200d Sport	£24970	134	112	20
B200d AMG Line	£26265	134	112	21
B220d Sport	£27850	174	108	24
B220d AMG Line	£29145	174	108	24
B220d Sport 4Matic	£29350	174	130	23
B220d AMG Line 4Matic	£30645	174	130	23
CLA 4dr saloon Attractive from some angles, unappealing from others. Dynamics to match ★★★★★				
CLA 180 Sport	£25050	120	128	23
CLA 180 AMG Sport	£27250	120	128	23
CLA 250 AMG	£32130	215	156	23
CLA 250 AMG 4Matic	£25080	215	158	23
CLA45 AMG	£42660	375	171	45
CLA 200d Sport	£27200	134	109	27
CLA 200d AMG Sport	£29400	134	109	29
CLA 220d Sport	£30080	175	109	27
CLA 220d AMG Sport	£32280	175	109	28
CLA 220d Orange&A	£34280	175	109	28
CLA 220d Sport 4Matic	£31580	175	123	29
CLA 220d AMG Sport 4Matic	£33780	175	123	30
CLA 220d Orange&A 4Matic	£35780	175	123	30
CLA SHOOTING BRAKE 5dr estate Attractive from some angles. ★★★★★				
CLA 180 Sport	£26030	120	134	23
CLA 180 AMG Sport	£28230	120	134	24
CLA 250 AMG 4Matic	£35930	215	158	33
CLA45 AMG	£43510	375	171	45
CLA 200d Sport	£28050	134	111	24
CLA 200d AMG Sport	£29500	134	111	24
CLA 220d Sport	£30930	175	108	27
CLA 220d Orange&A	£33130	175	108	28
CLA 220d Sport 4Matic	£32430	175	126	27
CLA 220d AMG Sport 4Matic	£34630	175	126	28
CLA 220d Orange&A 4Matic	£36630	175	126	30
C-CLASS COUPE 2dr coupé Nice balance of style, usability and driver reward ★★★★★				
C220d Sport	£33645	168	106	-
C220d AMG Line	£34960	168	113	-
C250d Sport	£36120	202	109	-
C250d AMG Line	£37615	202	112	-
C200 Sport	£33515	182	123	-
C200 AMG Line	£33515	182	132	-
C300 Sport	£35460	241	146	-
C300 AMG Line	£36990	241	154	-
C63 AMG	£61160	469	200	-
C63 S AMG	£68070	503	200	-
C63 Edition 1 AMG	£76900	503	200	-
C-CLASS 4dr saloon Stellar cabin and polished drive increase appeal; engines not so good ★★★★★				
C200d SE	£29380	134	101	24
C200d Sport	£31375	134	101	25
C200d AMG Line	£32870	134	106	25
C220d SE	£30175	168	103	30
C220d Sport	£32170	168	103	31
C220d AMG Line	£33665	168	108	31
C250d SE	£32830	202	109	36
C250d Sport	£34825	202	109	37
C250d AMG Line	£36320	202	117	37
C300n SE	£35440	227	94	37
C300n Sport	£37435	227	94	37
C300n AMG Line	£38930	227	100	37
C200 SE	£27665	181	123	29
C200 Sport	£29660	181	123	31
C200 AMG Line	£31285	181	132	31
C350e Sport	£38270	289	48	38
C63 AMG	£60060	469	192	47
C63 S AMG	£66810	503	192	48
C-CLASS ESTATE 5dr estate Decent practicality and fantastic interior. Only okay to drive ★★★★★				
C200d SE	£30580	134	109	24
C200d Sport	£32575	134	111	25
C200d AMG Line	£34070	134	117	25
C220d SE	£31375	168	108	30
C220d Sport	£33370	168	108	31
C220d AMG Line	£34865	168	113	31
C250d SE	£34030	201	117	36
C250d Sport	£36025	201	117	37
C250d AMG Line	£37520	201	122	37
C300n Sport	£38635	227	99	37
C300n AMG Line	£40130	227	104	37
C200 SE	£28865	181	128	29
C200 Sport	£30860	181	128	31
C200 AMG Line	£32485	181	132	31
C350e Sport	£39470	289	48	38
C63 AMG	£61260	469	196	47
C63 S AMG	£68010	503	196	48
E-CLASS 4dr saloon A return to the old Merc qualities. Refined and relaxing ★★★★★				
E220 Blue&EC SE	£34870	174	114	33
E220 Blue&EC AMG Night Edition	£37565	174	121	33
E230 Blue&EC AMG Night Edition	£42010	254	136	42
E250 SE	£36070	208	138	36
E250 AMG Night Edition	£38765	208	138	37
E63 AMG	£74725	549	233	47
E63 S AMG	£84720	576	235	48
E-CLASS ESTATE 5dr estate A return to the old Merc qualities. Refined and relaxing ★★★★★				
E220 Blue&EC SE	£36660	174	124	36
E220 Blue&EC AMG Night Edition	£39355	174	130	37
E330 Blue&EC AMG Night Edition	£43815	254	143	42
E250 SE	£37875	208	147	36
E250 AMG Night Edition	£40570	208	147	37
E63 AMG	£76515	549	237	47
E63 S AMG	£86510	576	237	48
E-CLASS COUPE 2dr coupé A return to the old Merc qualities. Refined and relaxing ★★★★★				
E200 AMG Line Edition	£38635	181	145	36
E400 AMG Line Edition	£46425	328	168	43
E220d AMG Line Edition	£39310	174	128	35
E350d AMG Line Edition	£42640	254	142	44
E-CLASS CABRIOLET 2dr open Nice cabin, but ride isn't great. Six-pot engines best ★★★★★				
E200 AMG Line Edition	£42040	181	153	39
E400 AMG Line Edition	£49795	328	173	45
E220d AMG Line Edition	£42810	174	133	37
E350d AMG Line Edition	£46010	254	148	46
S-CLASS CO				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 BlueHDi 75 Active	£15685	74	113	12
1.6 BlueHDi 100 Active	£16435	98	109	14
1.6 BlueHDi 120 Allure	£18595	98	109	15
1.6 BlueHDi 100 Allure	£19245	118	115	17

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
PORSCHE				
BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant	★★★★★			
2.7	£39553	261	195	40
2.7 Black Edition	£46164	261	195	40
3.4 S	£47858	311	211	43
3.4 GT5	£53872	326	211	44
3.8 Spyder	£60459	370	230	44
CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure	★★★★★			
2.7	£39694	271	195	37
2.7 Black Edition	£45989	271	195	37
3.4 S	£48783	321	211	41
3.4 GT5	£55397	335	211	43
3.8 GT4	£64451	380	238	48
911 2dr coupé The best just got better. Still more than worthy of its iconic status	★★★★★			
Carrera	£76412	365	190	46
Carrera 4	£81398	365	201	47
Carrera S	£85857	404	199	47
Carrera 4S	£90843	404	204	48
Carrera GT5	£91098	424	223	48
Carrera 4 GT5	£95862	424	233	48
Turbo	£126925	532	212	48
Turbo S	£145773	573	212	48
GT3	£100540	469	289	48
911 CABRIOLET 2dr open The best just got better. Still more than worthy of its iconic status	★★★★★			
Carrera	£85253	365	195	49
Carrera S	£94698	414	202	50
Carrera 4	£90240	365	206	49
Carrera 4S	£99684	414	208	50
Targa 4	£90240	365	206	49
Targa 4S	£99684	414	208	50
Carrera GT5	£99602	424	228	50
Carrera 4 GT5	£104385	424	235	50
Targa 4 GT5	£104385	424	237	50
Turbo	£130148	532	216	50
Turbo S	£151782	573	216	50
918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast new five-star model	★★★★★			
4.6 V8	£657400	875	70	50
MACAN 5dr 4x4 Spookily good handling. A sports utility vehicle in the purest sense	★★★★★			
2.0	£43553	248	172	2
3.0 V6 S	£45945	335	212	40
3.0 V6 GT5	£55188	355	215	41
3.6 V6 Turbo	£62540	394	216	44
3.0 V6 S Diesel	£45942	255	164	31
PANAMERA 5dr hatch Technically brilliant and with a great cabin. Soulless though	★★★★★			
3.0 V6 S	£82439	414	207	46
3.0 V6 4S	£86080	414	211	46
3.0 V6 S E-Hybrid	£82439	410	71	50
3.6 V6 PDK	£86391	306	199	47
3.6 V6 4 PDK	£67474	306	206	47
4.8 V8 GT5 PDK	£93391	435	239	47
4.8 V8 Turbo PDK	£108006	512	242	50
4.8 V8 Turbo S PDK	£131152	562	242	50
CAYENNE 5dr 4x4 Classy interior and mostly good fun. Hybrid not entertaining	★★★★★			
3.0 V6 S E-Hybrid	£62099	410	79	49
3.6 V6	£50271	296	215	2
3.6 V6 S	£60845	414	229	48
3.6 V6 GT5	£22523	435	228	2
4.8 V8 Turbo	£93574	512	261	50
4.8 V8 Turbo S	£118455	562	267	50
3.0 V6 Diesel	£50441	258	179	45
4.2 V8 S Diesel	£62099	380	209	50

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.5 dCi 110 Dynamic Nav	£17695	108	98	15
0.9 Tce 90 Dynamic Nav S	£16795	89	114	9
1.5 dCi 90 Dynamic Nav S	£18495	89	95	12
1.5 dCi 110 Dynamic Nav S	£19195	108	98	15
0.9 Tce 90 Signature Nav	£18395	89	121	9
0.9 Tce 90 Signature Nav	£20195	89	98	12
1.5 dCi 110 Signature Nav	£20795	108	101	15
CLIO 5dr hatch Attractive, nice to drive and practical. Only the Fiesta does it better	★★★★★			
1.2 Expression 16V 75	£11145	74	127	4
1.2 Play 16V 75	£12675	74	127	4
0.9 Tce 90 Play	£13675	89	104	9
1.5 dCi 90 Play	£14975	89	85	12
1.5 dCi 90 Play Eco	£15225	89	82	12
1.2 75 16V Dynamic Nav	£13675	74	127	4
0.9 Tce 90 Dynamic Nav S	£14675	89	104	10
1.5 dCi 90 Dynamic Nav	£15975	89	85	12
1.5 dCi 90 Dynamic Nav Eco	£16225	89	82	12
0.9 Tce 90 Dynamic S Nav	£15675	89	104	10
1.5 dCi 90 Dynamic S Nav	£16975	89	85	12
0.9 Tce 90 Iconic 25 Nav	£16775	89	104	10
1.5 dCi 90 Iconic 25 Nav	£18075	89	85	12
1.2 Tce 120 GT-Line Nav	£17725	118	120	15
MEGANE 5dr hatch Stylish and refined but bland. Nothing exceptional	★★★★★			
1.2 Tce 115 Expression +	£17570	113	119	17
1.5 dCi 110 Expression +	£18245	108	93	19
1.2 Tce 115 Dynamic Nav	£18570	113	119	17
1.5 dCi 110 Dynamic Nav	£19245	108	93	19
1.6 dCi 130 Dynamic Nav	£19745	128	104	21
1.2 Tce 115 Limited Nav	£19070	113	119	17
1.5 dCi 110 Limited Nav	£19745	108	93	19
1.6 dCi 130 Limited Nav	£20045	128	104	21
1.2 Tce 115 GT Line Nav	£20270	113	119	17
1.5 dCi 110 GT Line Nav	£20745	108	93	19
1.6 dCi 130 GT Line Nav	£21245	128	104	22
2.0 220 GT Nav	£23250	217	167	31
MEGANE SPORT TOURER 5dr estate Stylish and refined but bland. Nothing exceptional	★★★★★			
1.2 Tce 115 Expression +	£18570	113	119	17
1.5 dCi 110 Expression +	£19245	108	93	19
1.2 Tce 115 Dynamic Nav	£19570	113	119	17
1.5 dCi 110 Dynamic Nav	£20245	108	93	19
1.6 dCi 130 Dynamic Nav	£20745	128	104	21
1.2 Tce 115 Limited Nav	£20070	113	119	17
1.5 dCi 110 Limited Nav	£20745	108	93	19
1.6 dCi 130 Limited Nav	£21245	128	104	21
1.2 Tce 115 GT Line Nav	£21070	113	119	17
1.5 dCi 110 GT Line Nav	£21745	108	93	19
1.6 dCi 130 GT Line Nav	£22245	128	104	22
2.0 220 GT Nav	£24250	217	167	31
MEGANE 3dr coupé Stylish but average in normal guise. R'sport excellent	★★★★★			
1.2 Tce 115 Dynamic Nav	£19345	113	119	17
1.5 dCi 110 Dynamic Nav	£20945	108	93	19
1.6 dCi 130 Dynamic Nav	£21445	128	104	21
1.2 Tce 115 Limited Nav	£19845	113	119	17
1.5 dCi 110 Limited Nav	£21445	108	93	19
1.6 dCi 130 Limited Nav	£21945	128	104	21
1.2 Tce 115 GT Line Nav	£20845	113	119	17
1.5 dCi 110 GT Line Nav	£22445	108	93	19
1.6 dCi 130 GT Line Nav	£22945	128	104	22
2.0 220 GT Nav	£24235	217	167	31
2.0 Renaultsport 275 Cup-S	£23935	271	174	40
2.0 Renaultsport Nav 275	£23935	271	174	40
SCENIC 5dr 4x4 Still a class act. Well priced and equipped	★★★★★			
1.2 Tce 115 Dynamic Nav	£20555	113	140	18
1.2 Tce 130 Dynamic Nav	£20905	128	140	19
1.5 dCi 110 Dynamic Nav	£21395	108	105	18
1.6 dCi 130 Dynamic Nav	£22495	128	114	23
1.2 Tce 115 Limited Nav	£21055	113	140	18
1.2 Tce 130 Limited Nav	£21405	128	140	19
1.5 dCi 110 Limited Nav	£21895	108	105	18
1.6 dCi 130 Limited Nav	£22995	128	114	23
GRAND SCENIC 5dr MPV As above, but with seven seats. Nice cabin and ride	★★★★★			
1.2 Tce 115 Dynamic Nav	£21790	113	145	19
1.2 Tce 130 Dynamic Nav	£22125	128	145	20
1.5 dCi 110 Dynamic Nav	£22615	108	105	19
1.6 dCi 130 Dynamic Nav	£23715	128	114	24
1.2 Tce 115 Limited Nav	£22290	113	145	19
1.2 Tce 130 Limited Nav	£22625	128	145	20
1.5 dCi 110 Limited Nav	£23115	108	105	19
1.6 dCi 130 Limited Nav	£24215	128	114	24
KADJAR 5dr SUV A Qashqai in Renault clothes. Lower prices make it a fine alternative	★★★★★			
1.2 Tce 130 Expression +	£17995	128	126	16
1.5 dCi 110 Expression +	£19895	108	99	14
1.2 Tce 130 Dynamic Nav	£19695	128	126	16
1.5 dCi 110 Dynamic Nav	£21595	108	99	14
1.6 dCi 130 Dynamic Nav ZWD	£22795	128	113	17
1.6 dCi 130 Dynamic Nav S Nav	£24295	128	126	18
1.5 dCi 110 Dynamic S Nav	£22395	108	103	14
1.6 dCi 130 Dyn'que S Nav ZWD	£23595	128	117	18
1.6 dCi 130 Dyn'que S Nav 4WD	£25095	128	129	18
1.2 Tce 130 Signature Nav	£21695	128	130	16
1.5 dCi 110 Signature Nav	£23595	108	103	15
1.6 dCi 130 Signature Nav ZWD	£24795	128	117	18
1.6 dCi 130 Signature Nav 4WD	£26295	128	129	18

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.0 60 S	£8355	59	105	1
1.0 60 S A/C	£8865	59	105	1
1.0 60 SE	£9790	59	105	1
1.0 60 SE Ecomotive	£10145	59	95	2
1.0 60 i-Tech	£10155	59	105	3
1.0 75 Sport	£10540	74	106	2
1.0 75 Mii by Mango	£11155	74	106	4
MII 5dr hatch Predictably not quite as good as the VW Up. Cheaper, though	★★★★★			
1.0 60 S	£8705	59	105	1
1.0 60 S A/C	£9215	59	105	1
1.0 60 SE	£10140	59	105	1
1.0 60 SE Ecomotive	£10495	59	95	2
1.0 60 i-Tech	£10505	59	105	1
1.0 75 Sport	£10890	74	106	2
1.0 75 Mii by Mango	£11505	74	106	4
IBIZA SC 3dr hatch Sharp looks and handling. Cupra needs a manual	★★★★★			
1.0 75 E	£10000	74	118	8
1.0 EcoTSI 95 SE	£13525	94	94	12
1.0 75 Vista	£12995	74	118	8
1.0 TSI 90 Connect	£14170	89	116	13
1.0 TSI 110 FR	£14485	108	119	17
1.0 TSI 110 FR DSG	£15690	108	102	17
1.4 EcoTSI 150 FR	£16245	148	110	23
1.0 TSI 105 FR	£16885	103	95	18
1.0 TSI 110 FR Red Edition	£15285	108	119	17
IBIZA 5dr hatch Sharp looks and handling. Cupra needs a manual	★★★★★			
1.0 75 S A/C	£12315	74	118	8
1.4 TDI 75 S A/C	£14645	74	101	13
1.0 75 SE	£13025	74	118	8
1.0 EcoTSI 95 SE	£13975	94	94	14
1.4 TDI 75 SE Ecomotive	£15575	74	88	13
1.0 75 Vista	£13445	74	118	8
1.2 TSI 90 Connect	£14620	89	116	13
1.0 TSI 110 FR	£14935	108	119	17
1.0 TSI 110 FR DSG	£16140	108	102	17
1.4 EcoTSI 150 FR	£16695	148	110	23
1.4 TDI 105 FR	£17335	103	95	18
1.0 TSI 110 FR Red Edition	£15735	108	119	17
IBIZA ST 5dr estate Rivals are more practical but Ibiza is fun	★★★★★			
1.0 75 S A/C	£13015	74	120	8
1.0 75 SE	£13725	74	120	8
1.0 EcoTSI 95 SE	£14675	94	94	14
1.4 TDI 75 SE Ecomotive	£16275	74	90	12
1.2 TSI 90 Connect	£15320	89	116	13
1.2 TSI 110 FR	£15635	108	119	17
1.4 EcoTSI 150 FR	£17395	148	110	23
1.4 TDI 90 FR DSG	£18570	89	99	15
1.4 TDI 105 FR	£18035	103	97	18
TOLEDO 5dr hatch Makes practical sense, but leaves no other impression	★★★★★			
1.4 TDI 90 SE DSG	£17215	89	99	14
1.6 TDI 115 SE	£17380	113	109	17
1.2 TSI 110 Style	£16945	108	116	16
1.6 TDI 115 Style	£18800	113	109	17
1.2 TSI 110 Style Advanced	£17175	108	116	16
1.6 TDI 115 Style Advanced	£19590	113	109	17
LEON SC 3dr hatch Sharp looks and handling. Back from the Golf's quality, but good value	★★★★★			
1.2 TSI 110 SE	£17400	108	114	13
1.6 TDI 110 SE	£19100	108	99	15
1.4 EcoTSI 150 FR	£20225	148	110	20
1.8 TSI 180 FR	£21265	178	138	25
2.0 TDI 150 FR	£22055	148	108	20
2.0 TDI 184 FR	£23045	181	113	26
2.0 TSI 290 Cupra	£28375	286	156	38
LEON 5dr hatch Sharp looks and handling. Back from the Golf's quality, but good value	★★★★★			
1.6 TDI 110 S	£18230	108	99	15
1.2 TSI 110 SE	£17700	108	114	13
1.4 TSI 125 SE	£18300	123	120	

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 150 SE 4x4	£23590	148	119	18
1.4 TSI 220 ACT SE L	£24220	148	116	19
2.0 TSI 220 SE L DSG	£27020	217	143	24
2.0 TSI 280 SE L 4x4 DSG	£31020	276	160	27
1.6 TDI 120 Greenline SE L	£25050	118	95	14
2.0 TDI 150 SE L	£25150	148	119	18
2.0 TDI 150 4x4 SE L	£26620	148	120	18
2.0 TDI 190 SE L	£27320	187	107	24
2.0 TDI 190 4x4 SE L DSG	£30220	187	132	23
2.0 TSI 220 Laurin & Klement	£30640	217	143	25
2.0 TSI 280 L&K 4x4	£34740	276	160	28
2.0 TDI 150 Laurin & Klement	£28740	148	109	20
2.0 TDI 150 L&K 4x4	£30240	148	120	19
2.0 TDI 190 Laurin & Klement	£30940	187	107	25
2.0 TDI 190 L&K 4x4	£33840	187	132	24
SUPERB ESTATE 5dr estate Quirky looks, talented package, awkward image	★★★★★			
1.4 TSI 125 S	£19840	128	126	14
1.6 TDI 120 S	£21240	118	109	12
1.6 TDI 120 Greenline S	£22100	118	96	13
1.4 TSI 150 ACT SE	£22390	148	119	18
1.6 TDI 120 SE	£22790	118	109	13
1.6 TDI 120 Greenline SE	£23455	118	96	13
2.0 TDI 150 SE	£23290	148	109	18
2.0 TDI 150 SE 4x4	£24790	148	120	18
1.4 TSI 150 ACT SE L	£25420	148	120	19
2.0 TSI 220 SE L DSG	£28220	217	146	24
2.0 TSI 280 SE L 4x4 DSG	£32320	276	164	27
1.6 TDI 120 Greenline SE L	£26250	118	96	14
2.0 TDI 150 SE L	£26320	148	110	19
2.0 TDI 150 4x4 SE L	£27820	148	123	18
2.0 TDI 190 SE L	£28520	187	110	24
2.0 TDI 190 4x4 SE L DSG	£31420	187	135	23
2.0 TSI 220 Laurin & Klement	£31840	217	146	25
2.0 TSI 280 L&K 4x4	£35940	276	164	28
2.0 TDI 150 Laurin & Klement	£29940	148	110	20
2.0 TDI 150 L&K 4x4	£31440	148	123	19
2.0 TDI 190 Laurin & Klement	£32140	187	110	25
2.0 TDI 190 L&K 4x4	£35040	187	135	24
YETI 5dr 4x4 Useful, versatile cabin. Good handling and engines	★★★★★			
1.2 TSI 110 S	£17000	108	128	15
2.0 TDI 110 S	£18300	108	118	14
1.2 TSI 110 Outdoor S	£17000	108	128	15
2.0 TDI 110 Outdoor S	£18300	108	118	14
2.0 TDI 110 Outdoor S 4x4	£20030	108	137	14
1.2 TSI 110 SE	£18550	108	128	15
2.0 TDI 110 SE	£19850	108	118	15
2.0 TDI 110 Outdoor SE 4x4	£21580	108	137	14
2.0 TDI 150 Outdoor SE L	£22690	148	134	20
1.2 TSI 110 SE L	£20380	108	128	15
2.0 TDI 110 SE L	£21680	108	118	15
2.0 TDI 150 Outdoor SE L 4x4	£24620	148	134	21
2.0 TDI 150 Monte Carlo 4x4	£24370	148	134	21
1.4 TSI 150 L&K 4x4	£24960	148	147	21
2.0 TDI 150 L&K 4x4	£26180	148	134	21
SMART				
FORTWO 3dr hatch A better Fortwo than ever, but there's no new reason to buy it	★★★★★			
1.0 Passion	£11125	70	93	-
1.0 Passion Premium	£11920	70	93	-
1.0 Prime	£11820	70	93	-
1.0 Prime Premium	£12615	70	93	-
1.0 Prime Premium Plus	£13115	70	93	-
1.0 Proxy	£11820	70	93	-
1.0 Proxy Premium	£12615	70	93	-
1.0 Proxy Premium Plus	£13115	70	93	-
0.9 Passion	£11720	89	97	-
0.9 Passion Premium	£12515	89	97	-
0.9 Prime	£12415	89	97	-
0.9 Prime Premium	£13210	89	97	-
0.9 Prime Premium Plus	£13710	89	97	-
0.9 Proxy	£12415	89	97	-
0.9 Proxy Premium	£13210	89	97	-
0.9 Proxy Premium Plus	£13710	89	97	-
FORTWO CONVERTIBLE 2dr open Better than ever, and now with a roof	★★★★★			
1.0 Passion	£13665	70	93	-
1.0 Passion Premium	£14260	70	93	-
1.0 Prime	£13960	70	93	-
1.0 Prime Premium	£14775	70	93	-
1.0 Prime Premium Plus	£15255	70	93	-
1.0 Proxy	£13960	70	93	-
1.0 Proxy Premium	£14755	70	93	-
1.0 Proxy Premium Plus	£15255	70	93	-
0.9 Passion	£13860	89	97	-
0.9 Passion Premium	£14655	89	97	-
0.9 Prime	£14555	89	97	-
0.9 Prime Premium	£15350	89	97	-
0.9 Prime Premium Plus	£15850	89	97	-
0.9 Proxy	£14555	89	97	-
0.9 Proxy Premium	£15350	89	97	-
0.9 Proxy Premium Plus	£15850	89	97	-
FORFOUR 5dr hatch Four doors makes the smart more mainstream. Still expensive, though	★★★★★			
1.0 Passion	£11620	70	97	2
1.0 Prime	£12315	70	97	2
1.0 Proxy	£12315	70	97	2
1.0 Night Sky Prime	£12940	70	97	2
1.0 Night Sky Proxy	£12940	70	97	2
0.9 Passion	£12215	89	99	8
0.9 Prime	£12910	89	99	8
0.9 Proxy	£12910	89	99	8
0.9 Night Sky Prime	£13535	89	99	8
0.9 Night Sky Proxy	£13535	89	99	8
SSANGYONG				
KORANDO 5dr hatch Good for a Ssangyong, poor by class standards	★★★★★			
2.2d SE 2WD	£15995	239	134	25
2.2d SE 4x4 4WD	£17495	239	152	25
2.2d EX 2WD	£17995	239	139	25
2.2d EX 4x4 4WD	£18495	239	152	25
2.2d ELX 4x4 4WD	£20995	239	152	26
2.2d EX4 4x4 4WD Auto	£22495	239	177	26
TIVOLI 5dr hatch Trails the Duster as the best-value small crossover - but not by much	★★★★★			
1.6 SE	£12950	126	149	16
1.6 E	£14200	113	113	17
1.6 EX	£14600	126	149	16
1.6 EX	£15850	113	113	17
1.6 EX 4x4 4WD	£17100	113	123	16
1.6 ELX	£17500	113	113	19
1.6 ELX 4x4 4WD	£18500	113	123	19
REXTON W 5dr 4x4 Rugged seven-seater makes short work of mud. Tarmac more tricky	★★★★★			
2.2d SX	£22995	208	196	31
2.2d EX	£25495	208	196	32
TURISMO 5dr MPV Incredibly ungainly but offers huge real estate for the money	★★★★★			
2.2d SE	£15375	239	189	34
2.2d EX	£17042	239	189	34
2.2d ELX Auto	£20250	239	205	36
SUBARU				
FORESTER 5dr 4x4 Solid, spacious and willfully unsexy	★★★★★			
2.0i XE	£25495	148	160	23
2.0i XE Premium	£27495	148	160	23
2.0i XT Turbo CVT	£30995	237	197	34
2.0d X	£24995	148	148	24
2.0d XC	£26995	145	148	25
2.0d XC Premium	£29495	145	148	25
XV 5dr 4x4 No nonsense crossover doesn't quite make enough sense	★★★★★			
2.0i SE	£21995	148	160	21
2.0i SE Premium	£24995	148	160	22
2.0d SE	£23995	145	146	26
2.0d SE Premium	£26995	145	146	27
OUTBACK ESTATE 5dr 4x4 Acceptable in isolation but no benchmark	★★★★★			
2.5i SE Lineartronic	£28495	173	161	19
2.5i SE Premium Lineartronic	£31495	173	161	20
2.0d SE	£27995	148	145	22
2.5i SE Premium	£30995	148	145	23
LEVORC 5dr Estate Acceptable in isolation but no benchmark	★★★★★			
1.6i GT Auto AWD	£28495	168	164	24
WRX STI 4dr saloon Appealingly old fashioned and behind the times all at once	★★★★★			
2.5 STI	£28995	296	242	40
BRZ 2dr coupé The GT-86's half brother looks just as good in Subaru blue. Cheaper, too	★★★★★			
2.0i SE	£22495	197	181	30
2.0i SE Lux	£25495	197	181	31
SUZUKI				
CCELERIO 5dr hatch Roomy, decent to drive and a bargain price	★★★★★			
1.0 AGS S24	£9799	67	99	7
1.0 Dualjet S23	£8499	67	84	7
1.0 S22	£6999	67	99	7
1.0 S21	£7999	67	99	7
1.0 S24	£8999	67	99	7
SWIFT 3dr hatch Cute looks and rewarding handling. Sport is excellent fun	★★★★★			
1.2 S22	£10599	93	116	11
1.2 S24	£11699	93	116	11
1.6 Sport	£13999	134	147	19
SWIFT 5dr hatch Cute looks and rewarding handling. Sport is excellent fun	★★★★★			
1.2 S23 4x4	£12099	93	126	11
1.2 Dualjet S24 4x4	£14199	93	111	11
1.2 S22	£9499	93	116	11
1.2 S23	£11099	93	116	11
1.2 S24	£12199	93	116	11
1.2 Dualjet S24	£12699	93	99	11
1.6 Sport	£14499	134	147	19
SX4 S-CROSS 5dr hatch Not class-leading, but a very worthy crossover also-ran	★★★★★			
1.6 S23	£13999	118	127	13
1.6 S21	£18499	118	127	13
1.6 S2-T Allgrip	£20299	118	135	14
1.6 S25	£20499	118	127	14
1.6 DDIS S2-T	£15499	118	108	20
1.6 DDIS S2-T Allgrip	£19999	118	108	20
1.6 DDIS S2-T Allgrip	£21799	118	113	18
1.6 DDIS S25	£21999	118	108	19
1.6 DDIS S25 Allgrip	£23799	118	113	19
1.6 DDIS S25 TCSS Allgrip	£25149	118	119	19
VITARA 5dr 4x4 Utterly worthy addition to the class. Drives better than most	★★★★★			
1.6 S25 Allgrip	£20299	118	130	-
1.6 S24	£13999	118	123	-
1.6 S2-T	£15999	118	123	-
1.6 S25	£18499	118	123	-
1.6 DDIS S2-T	£17499	118	106	-
1.6 DDIS S25	£19999	118	106	-
1.6 DDIS S25 Allgrip	£21799	118	111	-
1.4 Boosterjet S Allgrip	£20899	138	127	-
JIMNY 3dr 4x4 The smallest four-wheel drive Suzuki is looking dead	★★★★★			
1.3 S23	£12499	84	162	14
1.3 S24	£13949	84	162	15
TESLA				
MODEL S 5dr hatch Brings luxury, range and, crucially, credibility to electric offshoots	★★★★★			
P85D Auto	£81900	457	0	-
85 RWD	£60300	377	0	-
85D AWD	£64600	368	0	-
70 RWD	£51900	311	0	-
70D AWD	£56200	324	0	-
TOYOTA				
AYGO 3dr hatch Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★★			
1.0 x	£8845	68	95	6
1.0 x-play	£10045	68	95	7
1.0 x-pression	£11245	68	95	7
1.0 x-pure	£11445	68	95	7
1.0 x-cite	£11445	68	95	7
1.0 x-cluviv	£11545	68	95	7
AYGO 5dr hatch Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★★			
1.0 x	£9245	68	95	6
1.0 x-play	£10445	68	95	7
1.0 x-pression	£11645	68	95	7
1.0 x-pure	£11845	68	95	7
1.0 x-cite	£11845	68	95	7
1.0 x-cluviv	£11945	68	95	7
YARIS 5dr hatch Good space and value, but not a class leader	★★★★★			
1.0 VVT-i Active	£10995	68	99	4
1.0 VVT-i Icon	£12745	68	99	5
1.3 VVT-i Icon	£13495	98	114	5
YARIS 5dr hatch Good space and value, but not a class leader	★★★★★			
1.0 VVT-i Active	£11595	68	99	-
1.5 VVT-i Active Hybrid	£15295	98	75	-
1.0 VVT-i Icon	£13345	68	99	-
1.3 VVT-i Icon	£14095	98	114	-
1.5 VVT-i Icon Hybrid	£16195	98	75	-
1.4 D4-D Icon	£15595	89	91	-
1.33 VVT-i Sport	£14995	98	119	-
1.5 VVT-i Sport Hybrid	£16695	98	82	-
1.33 VVT-i Excel	£15695	98	119	-
1.5 VVT-i Excel Hybrid	£17695	98	75	-
1.5 VVT-i Excel Hybrid	£17695	98	82	-
AURIS 5dr hatch Disappointingly average. There are many better rivals	★★★★★			
1.33 VVT-i Active	£15645	98	128	-
1.8 VVT-i Active Auto	£20045	134	78	-
1.33 VVT-i Icon	£18695	114	112	-
1.8 VVT-i Icon Hybrid	£21095	134	82	-
1.6 D-4D Icon	£19895	110	108	-
1.6 VVT-i Business Edition	£19495	114	112	-
1.8 VVT-i Bus Edition Hybrid	£21895	134	82	-
1.4 D-4D Business Edition	£20295	89	92	-
1.6 D-4D Business Edition	£20695	110	108	-
1.27 VVT-i Design	£19495	114	125	-
1.8 VVT-i Design Hybrid	£21895	134	91	-
1.6 D-4D Design	£20695	110	110	-
1.27 VVT-i Excel	£19495	114	125	-
1.8 VVT-i Excel Hybrid	£24395	134	91	-
1.6 D-4D Excel	£23285	110	110	-
AURIS TOURING SPORTS 5dr estate Nothing wrong, but nothing exceptional.	★★★★★			
1.33 VVT-i Active	£16745	98	130	-
1.8 VVT-i Active Auto	£21145	134	81	-
1.27 VVT-i Icon	£19795	114	112	-
1.8 V				

AUTOCAR TOP FIVES

Crossovers



1 Nissan Qashqai From £18,000
Virtually invented the crossover segment. The latest version, subtly better all round, retakes the class lead. ★★★★★



2 Ford Kuga From £21,000
Bigger and bolder than its predecessor, but it's the unmatched dynamics that make the Kuga a familiar option. ★★★★★



3 Mazda CX-5 From £21,000
Larger than you'd think; probably better, too. Skyactiv diesel engine is one of the best. Interior less compelling. ★★★★★



4 Honda CR-V From £21,000
Decent, but incredibly sensitive to spec. Get it right and it'll measure up. Get it wrong and it probably won't. ★★★★★



5 Kia Sportage From £18,000
Seems oddly long in the tooth now, but clever looks mean it still cuts a dash. Engine line-up needs updating. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.2 CDTi 163 SE Nav 4x4	£27160	161	177	25
2.2 CDTi 163 Diamond	£22700	161	167	25
VXR8 4dr saloon Still has old-school appeal. No longer cheap	★★★★★			
2.6 V8 GTs	£54509	577	363	50
VOLKSWAGEN				
UP 3dr hatch Hardly revolutionary, just quantifiably better	★★★★★			
1.0 75 Rock Up	£13580	74	106	4
1.0 75 Club Up	£12110	74	106	4
1.0 75 Street Up	£12110	74	106	4
1.0 60 Take Up	£8870	59	105	1
1.0 60 Move Up	£9925	59	105	1
1.0 60 BMT Move Up	£10285	59	95	1
1.0 75 High Up	£11500	74	108	2
1.0 75 BMT High Up	£11860	74	98	2
UP 5dr hatch Hardly revolutionary, just quantifiably better	★★★★★			
e-up 82 BEV	£24795	80	0	10
1.0 60 Take Up	£9245	59	105	1
1.0 60 Move Up	£10360	59	105	1
1.0 60 BMT Move Up	£10660	59	95	1
1.0 75 High Up	£11875	74	106	2
1.0 75 BMT High Up	£12235	74	98	2
1.0 75 Club Up	£12485	74	106	4
1.0 75 Street Up	£12485	74	106	4
POLO 3dr hatch A mini Golf. Sweet handling, solid interior and good value	★★★★★			
1.0 60 S	£11300	59	106	-
1.0 60 S A/C	£12020	59	106	-
1.0 60 Match	£12735	59	106	-
1.0 75 Match	£13260	74	108	-
1.2 TSI 90 Match	£13880	89	107	-
1.4 TDI 75 Match	£14945	74	93	-
1.0 TSI 110 SE L	£16310	108	99	-
1.4 TDI 90 SE L	£16820	99	93	-
1.0 TSI 110 R-Line	£16960	108	99	-
1.2 TSI 90 R-Line	£16230	89	107	-
1.4 TDI 90 R-Line	£17470	89	93	-
1.0 TSI 95 BlueMotion	£14780	94	94	-
1.0 TSI 150 ACT BlueGT	£17910	148	110	-
1.8 TSI GTI	£18900	189	139	-
POLO 5dr hatch A mini Golf. Sweet handling, solid interior and good value	★★★★★			
1.0 60 S	£11930	59	106	-
1.0 60 S A/C	£12650	59	106	-
1.0 60 Match	£13365	59	106	-
1.0 75 Match	£13890	74	108	-
1.2 TSI 90 Match	£14510	89	107	-
1.4 TDI 75 Match	£15575	74	93	-
1.0 TSI 110 SE L	£16940	108	99	-
1.4 TDI 90 SE L	£17450	89	93	-
1.0 TSI 110 R-Line	£17590	108	99	-
1.2 TSI 90 R-Line	£16860	89	107	-
1.4 TDI 90 R-Line	£18100	89	93	-
1.0 TSI 95 BlueMotion	£15410	94	94	-
1.0 TSI 150 ACT BlueGT	£18540	148	110	-
1.8 TSI GTI	£19530	189	139	-
GOLF CABRIOLET 2dr open Composed but uninspiring four-seat soft-top	★★★★★			
1.2 TSI 105 S	£22070	103	119	15
1.4 TSI 125 S	£22765	123	127	19
1.4 TSI 125 SE	£24670	123	127	19
1.4 TSI 150 GT	£27985	148	128	29
2.0 TSI 220 GTI	£30505	217	152	35
2.0 TSI 265 R	£33650	261	190	37
2.0 TDI 110 S	£24740	108	117	19
2.0 TDI 110 SE	£25675	108	111	17
2.0 TDI 150 SE	£27040	148	112	23
2.0 TDI 150 GT	£28490	148	112	23
GOLF 3dr hatch The complete package. Reassuringly expensive	★★★★★			
1.2 TSI 85 S	£17595	84	113	-
1.4 TSI 125 S	£19365	123	120	-
1.6 TDI 110 S	£20370	108	99	-
1.6 TDI 110 BlueMotion	£21435	108	89	-
1.4 TSI 125 Match	£20400	123	120	-
1.6 TDI 110 Match	£21405	108	99	-
2.0 TDI 150 Match	£22770	148	106	-
1.0 TSI 115 Match BlueMotion	£19840	113	99	-
1.4 TSI 150 GT	£23615	148	112	-
1.6 TDI 110 GT	£22755	108	101	-
2.0 TDI 150 GT	£24120	148	109	-
1.4 TSI ACT 150 R-Line	£24610	148	112	-
2.0 TDI 150 R-Line	£25115	148	109	-
2.0 TDI 184 GTD	£26935	181	109	-
2.0 TSI 220 GTI	£27135	217	139	-
2.0 TSI 300 R 4Motion	£30820	296	165	-
GOLF 5dr hatch The complete package. Reassuringly expensive	★★★★★			
1.2 TSI 85 S	£18250	84	113	-
1.4 TSI 125 S	£20020	123	120	-
1.6 TDI 110 S	£21025	108	99	-
1.6 TDI 110 BlueMotion	£22090	108	89	-
1.4 TSI 125 Match	£21055	123	120	-
1.6 TDI 110 Match	£22060	108	99	-
2.0 TDI 150 Match	£23425	148	106	-
1.0 TSI 115 Match BlueMotion	£20495	113	99	-
1.4 TSI 150 GT	£24270	148	115	-
1.6 TDI 110 GT	£23410	108	101	-
2.0 TDI 150 GT	£24775	148	109	-
1.4 TSI ACT 150 R-Line	£25265	148	115	-
2.0 TDI 150 R-Line	£25770	148	109	-
2.0 TDI 184 GTD	£27590	181	109	-
2.0 TSI 220 GTI	£28155	217	139	-
2.0 TSI 300 R 4Motion	£31475	296	165	-
1.4 TSI 204 GTE	£33755	201	39	-
1.4 TSI 204 GTE Nav	£35520	201	39	-
e-Golf	£31325	113	0	-
GOLF ESTATE 5dr estate The complete package. Reassuringly expensive	★★★★★			
1.2 TSI 85 S	£18945	83	115	-
1.4 TSI 125 S	£20715	123	123	-
1.6 TDI 90 S	£20765	89	102	-
1.6 TDI 110 S	£21720	108	102	-
1.6 TDI 110 BlueMotion	£22785	108	92	-
1.4 TSI 125 SE	£21650	123	123	-
1.6 TDI 110 SE	£22655	108	102	-
2.0 TDI 150 SE	£24020	148	108	-
1.0 TSI 115 SE BlueMotion	£20940	113	99	-
1.4 TSI 150 GT	£24965	148	123	-
2.0 TDI 150 GT	£25470	148	110	-
1.6 TDI 110 Alltrack 4Motion	£26790	108	122	-
2.0 TDI 150 Alltrack 4Motion	£28155	148	125	-
2.0 TDI 184 Alltrack 4Motion DSG	£30595	181	129	-
2.0 TDI 184 GTD	£28285	181	115	-
2.0 TSI 300 R 4Motion DSG	£33585	296	162	-
GOLF SV 5dr MPV MOB platform gives the Golf proper MPV proportions. Still no C-Max though	★★★★★			
1.2 TSI 115 SE BlueMotion	£21200	113	105	-
1.2 TSI 85 S	£19205	84	114	9
1.4 TSI 125 S	£20975	123	125	16
1.4 TSI 125 SE	£21910	123	125	16
1.4 TSI 150 GT	£25370	148	130	18
1.6 TDI 110 S	£21980	108	101	13
1.6 TDI 110 BlueMotion	£23285	108	98	13
1.6 TDI 110 SE	£22915	108	101	11
2.0 TDI 150 SE	£24280	148	112	17
2.0 TDI 150 GT	£25875	148	115	17
JETTA 4dr saloon Big boot, pleasant dynamics and good pricing. A bit dull	★★★★★			
1.4 TSI 125 S	£18895	123	125	18
1.4 TSI 125 SE	£20225	123	125	18
2.0 TSI 150 SE	£20930	148	123	21
1.4 TSI 150 GT	£21795	148	123	21
2.0 TDI 110 S	£20175	109	105	14
2.0 TDI 110 SE	£21505	109	105	15
2.0 TDI 110 GT	£22370	109	105	15
2.0 TDI 150 SE	£22505	148	109	22
2.0 TDI 150 GT	£23370	148	109	22
BETTER 3dr hatch Huge improvement, but the Golf underneath is superior	★★★★★			
1.2 TSI 105	£16275	104	128	13
1.4 TSI 105 Design	£18670	104	128	14
1.4 TSI 150 Design	£20705	148	134	20
1.4 TSI 150 Sport	£22525	148	134	20
2.0 TSI 220 Sport	£23755	217	150	27
2.0 TSI 220 Turbo Black	£24455	217	150	27
2.0 TSI 220 Turbo Silver	£24455	217	150	27
2.0 TDI 110	£18100	108	112	13
2.0 TDI 110 Design	£20475	108	112	13
2.0 TDI 150 Design	£21175	148	119	20
2.0 TDI 150 Sport	£22995	148	119	21
BETTER CABRIOLET 2dr open Huge improvement, but Golf underneath is superior	★★★★★			
1.2 TSI 105	£19230	104	129	15
1.2 TSI 105 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels	★★★★★			
1.4 TSI 150	£25135	148	133	27
2.0 TDI 184 GT	£29820	181	127	27
2.0 TDI 184 GT Black Edition	£31175	181	127	27
2.0 TDI 150	£26995	148	118	23
2.0 TDI 150 GT	£28575	148	118	24
2.0 TDI 150 GT Black Edition	£29150	148	118	24
2.0 TDI 150 R-Line	£29225	148	118	24
2.0 TDI 184 R-Line	£31250	181	127	28
2.0 TDI 150 R-Line Black Edition	£29800	148	118	24
2.0 TDI 184 R-Line Black Edition	£31825	181	127	28
SCIROCCO 3dr coupé A complete coupé. Entertaining, practical and stylish	★★★★★			
1.4 TSI 125	£20735	123	125	22
1.4 TSI 125 GT	£22585	123	125	23
1.4 TSI 125 GT Black Edition	£23135	123	125	23
2.0 TSI 180 GT	£24640	178	142	31
2.0 TSI 180 GT Black Edition	£25190	178	142	31
2.0 TSI 180 R-Line	£26170	178	142	31
2.0 TSI 180 R-Line Black Edition	£27260	178	142	31
2.0 TSI 280 R	£32580	276	187	42
2.0 TSI 220 GTs	£28195	217	142	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 GT Black Edition	£25855	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 150 R-Line Black Edition	£27925	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 GT Black Edition	£26855	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
2.0 TDI 184 R-Line Black Edition	£28925	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 BlueMotion	£23200	118	95	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£24115	118	105	12
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR R-Line	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
PASSAT ESTATE 5dr estate Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£24750	1189		

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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/combined	Weight (kg)	TEST DATE
EVORA 2dr coupé ★★★★★												
Evora 2+2	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé ★★★★★												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI												
GRANTURISMO 2dr coupé ★★★★★												
4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★												
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA												
2.5dr hatch ★★★★★												
1.5 Sky-V-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3.5dr hatch ★★★★★												
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV ★★★★★												
1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6.4dr saloon/5dr estate ★★★★★												
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
MX-5 2dr open ★★★★★												
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CK-3 5dr hatch ★★★★★												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
CK-5 5dr hatch ★★★★★												
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN												
650S 2dr coupé/roadster ★★★★★												
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-AMG												
C63 4dr saloon ★★★★★												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé ★★★★★												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ												
A-CLASS 5dr hatch ★★★★★												
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV ★★★★★												
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr ★★★★★												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé/5dr estate ★★★★★												
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
220 CDI ST S Brk	134	10.1	29.7	9.6	11.9	3.4	134	221	33.5	53/59	1555	18.11.15
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★												
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10

CLS 4dr coupé/5dr estate ★★★★★												
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4 ★★★★★												
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4 ★★★★★												
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4 ★★★★★												
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible ★★★★★												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08

MG												
3.5dr hatch ★★★★★												
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6.5dr hatch ★★★★★												
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI												
MINI 3dr hatch ★★★★★												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
CLUBMAN 5dr hatch ★★★★★												
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
COUNTRYMAN 5dr hatch ★★★★★												
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé ★★★★★												
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible ★★★★★												
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI												
ASX 5dr hatch ★★★★★												
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4 ★★★★★												
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PLHEV GX4s	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN												
PLUS 8 2dr convertible ★★★★★												
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 WHEELER 2dr convertible ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

NISSAN												
MICRA 5dr hatch ★★★★★												
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
NOTE 5dr hatch ★★★★★												
1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13

PULSAR 5dr hatch ★★★★★												
1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUKE 5dr hatch ★★★★★												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
LEAF 5dr hatch ★★★★★												
Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
OASHOAI 5dr hatch ★★★★★												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-TRAIL 5dr hatch ★★★★★												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
370Z 2dr coupé ★★★★★												
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
GT-R 2dr coupé ★★★★★												
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09

LEAF 5dr hatch	★★★★☆	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15	
Leaf		91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11	
OASHP 5dr hatch	★★★★★	1.5 dCi 2WD	113	10.8	39.2	11	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-TRAIL 5dr hatch	★★★★★	1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
370Z 2dr coupé	★★★★★	370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
GT-R 2dr coupé	★★★★★	Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09
NOBLE														
M600 2dr coupé	★★★★★	M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09

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TEA 555E	AIIS REY	B00 7N	CLE 6G	DII2 PER	FRII GAL	H33 LEY	KII2 KBY	MCH I4IE	R16 DLE	S7 OKE	S7 OKE	W4I0 NOR
ASH 33R	AIIO REY	B0R 220W	CIO AKE	DII0 LEY	FUII ARD	HE64 RTY	KI76 HEN	MCL 823N	RIOO AST	S777 OUT	S777 OUT	W4 LEY
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	AYI3 SHA	BOW 32S	CII NGE	EAG 6IE	G4I LON	HEII ERS	KNO 6K	MEA 4D	ORI ENT	SUII DAY	SUII DAY	WAII LIT
	BAC 6K	BOW I3E	COA 7S	EAR 3	GAM 88IE	HEN 5I3Y	KUR 2T	M34 DON	OVE 270N	SU5I HOT	SU5I HOT	WAII YSX
	BAK 33S	BOW 73R	CO HEN	EA03 RTH	G4I2 NER	HEN IIA	L4II ONT	M340 OWS	P4 CEY	TAII BOY	TAII BOY	WAN 35
	BAII ANA	B07 LE	COII BOY	EA5I TER	G4I UGE	HEN 22Y	LAN 44A	MEA 2S	PAR ITRY	TAM 3R	TAM 3R	WAN 7T
	BAL IE	B2 ADY	COII JCT	EA5I JCT	GAY 7E	HEW 37T	LAN 22K	MED 4L	PAR 2K	TAN IIG	TAN IIG	WAR IIG
	BAL I4D	BRA 2I3R	COP I3Y	ECC I3S	GAY 7E	HEW 37T	LAN 22K	MEE 3K	PAR 2K	TAN IIG	TAN IIG	W4I2 NER
	BAM 83R	BRE 346H	COR 2R	EDG 9E	GAY 70N	H0A 2E	LAN I2Y	MEE IIA	PAR 2IIS	TAN I3R	TAN I3R	W444 GER
	BAN 70N	BRI3 EZE	COT 73R	EDW IIN	G3Y ARY	H06 63T	LAN I2Y	MEL 70N	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	B4I2 BER	BRI4 ANS	COW 2T	ELII ZAZ	G33 SON	HOL I3Y	LAN I2Y	MEN 200M	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BAR I3IE	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	B428 OUR	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	I3 ARD	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BAR I4M	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	B4I2 KER	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BAR 245S	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BA5I AFC	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BA5I I	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	B473 SON	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BAT 33Y	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BAT I4M	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BAY I34F	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BAY IIS	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	B3A 6IIE	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	B34 KER	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
	BEA IIE	B2I5 TOL	CIO YNE	EMM 377T	G30 RDY	HOM 3E	LAN I2Y	MEE IIA	PAR 70N	T47 TON	T47 TON	W4I0 NOR
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99 GF	8 ACN	I BKJ	2 DEJ	3 EJO	1 FCJ	I GAI	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
CFT 7	I AEF	I BKN	1 DFB	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
WVA I	7 AEG	94 BL	6 DFB	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
I GAO	5 AEG	94 BL	6 DFB	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
2 DEJ	7 AEG	94 BL	6 DFB	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
I AVD	5 AEG	94 BL	6 DFB	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
2 TL	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
I KNL	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
VGP I	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
7 CBG	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
5 SNP	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
TN 63	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
I KBC	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
PMT I	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
I VMM	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
CA I	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
HN 4	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
4 RDR	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
PTK I	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM
I KHS	9 AEM	I BLF	1 DFN	8 EJR	1 FCN	I GBA	I HCF	5 JCT	I KEK	3 LDI	LSO	I NDG	5 PAK	I PWK	SDR I	TLI I	VIW I	I WHM



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Autocar is published by Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham, Middlesex TW1 3SP, UK
 haymarketgroup.com
 Tel +44 (0)20 8267 5000

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Haymarket is certified by BSI to environmental standard ISO14001 and energy management standard ISO50001



MATT BURT

Rear View Mirror: tales from our archive

Fiat 131 Abarth rally car test

4 November 1978



We don't rate our prospects of phoning up Volkswagen Motorsport and casually asking to borrow last year's World Rally Championship-winning Polo R WRC for a test drive. The world was a more relaxed place in the late 1970s, though, and Fiat UK was delighted to offer Autocar its 131 Abarth, an example of the car that had won the WRC manufacturers' title in 1977 and, at the time of Autocar's test, was well on course for a repeat success.

The 131 Abarth was the first front-running car to be homologated under the then-new WRC rules. These dictated a road car production run of 400 units and demanded that performance upgrades be made to existing production parts, as opposed to bespoke components being built specifically for rallying.

Fiat officially quoted maximum power of 223bhp at 7500rpm and 166lb ft at 5750rpm, but those figures had to be taken with a pinch of salt, Fiat wary of giving too much away to fierce rival Ford and its rapid BDA-engined Escort.

Kevin Blick was in charge of Autocar's test and admitted that the mere sight

of the car in the colours of the Alitalia airline was thrilling. The 131 Abarth was in tarmac set-up, having recently competed on the Isle of Man, and wore 8in front and 11in rear P7 Pirelli slicks.

By coincidence, rally ace Tony Pond was at the same test track and was happy to have a run in the 131 Abarth, afterwards comparing notes with Blick and fellow Autocar tester John Miles.

"Neither Tony nor John felt that the car was quick, something that was confirmed only in part by our figures," wrote Blick. "But both remarked on the engine's docility. It pulls round from under 4000 to its 8000 rev limit without a murmur of protest. It does not rev like a BDA, which will pull to 10,000rpm, but it runs from low down more cleanly."

"But all who drove the car were impressed above all by its gearchange – a quick, positive shift that was simply banded from gear to gear with a speed of engagement only usually seen on motorcycle gearboxes."

"There was extremely good traction away from the line. As the engine barked its way round to 8000 and the car surged forward down the track, it

still didn't feel especially quick, but the figures were to show it as fast as a works Escort up to 90mph, although it was geared to top out at 102mph.

"The reason why the drivers subjectively felt the 131 Abarth to be slow lies in its relatively narrow power band. It simply doesn't have the power over the wide range of revs that the BDA does and towards the top end both power and torque fall away quickly."

"However, both our experts were impressed with the chassis of the 131. Set up for tarmac, it behaved as a racer should, cornering flat and fast, very forgiving and refusing to be easily provoked out of line by mid-corner throttle or steering changes, the powerful brakes slowing it easily and quickly."

Fiat UK contested the full British championship in 1978 to gather data ahead of a concerted assault on the season-ending RAC Rally, on which it really wanted to give Ford a bloody nose. But with the fast forest stages placing an emphasis on outright speed, the Escorts achieved a podium shut-out on the WRC finale, leaving Walter Röhrl's 131 Abarth trailing in fifth place.

Got an opinion? Email us at autocar@haymarket.com



Jordan Kemp
BUSINESS FINANCE SOLUTIONS

TAKING YOU

**FORWARD
TO THE FUTURE**



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Get the vehicle your business needs, whether it is a van, car or fleet, we can assist your company get on the road with a variety of business vehicle finance & leasing options.

Our panel of specialist business vehicle finance brokers have many competitive packages available for any type of business. If you are a sole trader, partnership, private limited company or a public limited company we can assist finding you the finance or leasing solution for your business.

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*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

Available on Solutions Personal Contract Plan. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of up to 7.2p per mile apply. Offer available when ordered by 31st March 2016 from participating dealers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [01/2016]. Freeport SEAT Financial Services. Model shown is a SEAT Leon SDR SE 1.2TSI 110PS.

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Official fuel consumption for the SEAT Leon range in mpg (litres per 100km); urban 32.1 (8.8) – 68.9 (4.1); extra-urban 51.4 (5.5) – 83.1 (3.4); combined 42.2 (6.7) – 78.5 (3.6). CO₂ emissions 156 - 94 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.